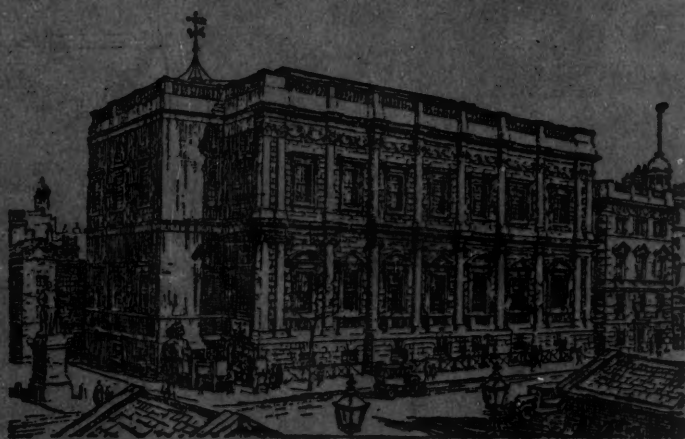


NOVEMBER 1954



JOURNAL



Royal United Service Institution

WHITEHALL, LONDON, S.W.1

ALL RIGHTS
RESERVED

PUBLISHED
QUARTERLY

Price Ten Shillings

Advertisement Manager

A. W. G. BARRETT, 27 CHANCERY LANE, W.C.2 Telephone: HOLBORN 8655-6

2

SCHOOL BILLS

IF you wish to be sure of your children's education and maintenance even if you yourself should die—

IF you wish to spread the cost over as long a period as possible—

IF you wonder how you are ever going to meet the cost at all—

IF you would like to save a substantial part of the cost — AND ESPECIALLY

IF you are serving in

The NAVY,

The ARMY, or

The AIR FORCE

**AND THEREFORE REQUIRE SPECIAL ADVICE
ON PROVISION FOR YOUR CHILDREN'S
EDUCATION**

**you should write to
THE SCHOOL FEES INSURANCE AGENCY, LTD.
1, HIGH STREET, MAIDENHEAD, BERKS.**

*A firm of insurance consultants who specialize in
these problems and offer sensible advice free.*

READY NOVEMBER

THIS book is mainly concerned with the activities of the First Commonwealth Division in the Korean War of 1950-1953.

In compiling the book the author was given access to official records and assistance in other ways, by the Governments of all the Commonwealth Countries concerned. He also co-operated closely with Senior Officers who took part in the campaign.

First Commonwealth Division

By Brigadier C. N. BARCLAY, C.B.E., D.S.O.

Foreword by

Field-Marshal EARL ALEXANDER OF TUNIS
K.G., G.C.B., G.C.M.G., C.S.I., D.S.O., M.C.

BOUND FULL CLOTH · ILLUSTRATED WITH
30 PHOTOGRAPHS AND 20 MAPS.

Price 25/- (By post 26/-)

GALE & POLDEN LTD. The Wellington Press
ALDERSHOT

A Scottish Coxswain

The Smallest Life-boat

costs £13,000. The Lifeboat Service has never been needed more than it is today — but, like everything else, it costs more.

The smallest contribution
will help, send yours to



**ROYAL NATIONAL
LIFE-BOAT INSTITUTION**

42, GROSVENOR GARDENS, LONDON, S.W.1

Treasurer: His Grace The Duke of Northumberland. Secretary: Col. A. D. Burnett Brown, O.B.E., M.C., T.D., M.A.

WINES AND SPIRITS



The connoisseur of wines knows his vintage years when, from the sun-drenched vineyards, comes fruit of the vine that has the promise of an especial excellence. The Navy, Army and Air Force Institutes employ experts to choose wines and spirits of this finer quality. Carefully stored in modern cellars and perfected in maturity, Naafi stocks pay tribute to all occasions that call for wine. In Wardroom and Mess, make this year a vintage year with wines and spirits from Naafi. Write for wine list, or visit your Naafi shop for all your requirements.

NAAFI

The official canteen organisation for H.M. Forces
RUXLEY TOWERS · ESHER · SURREY

Life Assurance

The uses of Life Assurance are not confined to protection for widows and children, though this must always be the main object (as no man is ever beyond the risk of matrimony !). Policies properly arranged are also the best possible investments ; they relieve anxiety as to finance for educating children ; they provide for future house purchase and for old age. *The selection of Company and type of Policy requires skilled and unbiased advice.*

In most cases, Income Tax is reduced by 18% of the Premiums, which is equivalent to a subsidy of 22% on your Net Outlay. This is a primary factor in making Life Assurance such a profitable investment.

Except for R.A.F. Officers and Officers with present intention of piloting aircraft, Policies can be obtained at NORMAL CIVILIAN PREMIUMS, and these Policies are World-Wide and unrestricted, fully covering War and Flying Risks.

The sooner you start a Policy to achieve a desired result, the lower the Premiums, and delay always involves the risk of ill-health. Therefore, the right time to act is NOW.

Existing Policies which contain restrictions or charge extra Premiums (of which the Officer may be unaware) can usually be dealt with to his advantage, as can those with Companies who pay low rates of Bonus. I recommend that all existing Policies should be sent to me for inspection.

I am not tied to any Company, and my advice is completely unbiased. I accept no fees in any circumstances, as I rely on the usual Commission from Companies on Policies arranged through my Agency. I ask that my letters be treated as personal and confidential, and that resulting Proposals be passed to me. My advice does NOT commit an Officer in any way.

I also arrange General Insurance of all kinds, such as Personal Accidents, Winter Sports, Motor Cars, Household, and All Risks Cover for Personal Effects and Valuables (in Europe 15/- % as against 25/- % normally charged).

Brigadier R. T. WILLIAMS (R. T. Williams, Ltd.)

69-70 EAST STREET, BRIGHTON

Telephone : Brighton 23056

"The most eminent living writer on war"

The Decisive Battles of the Western World

Volume I — From the Earliest Times to the Battle of Lepanto

by Major-General J. F. C. Fuller

Journal of R.U.S.I.

"This volume provides the means of studying the conduct of war from the earliest times, of tracing the emergence of basic principles, and of noting the effect of sea power.....The narrative records the development of armaments and tactics, particularly the introduction of missile weapons to cover or prevent movement. It also shows the development of organisation and administration, the care exercised by the great commanders in supply matters.....a valuable and interesting work."

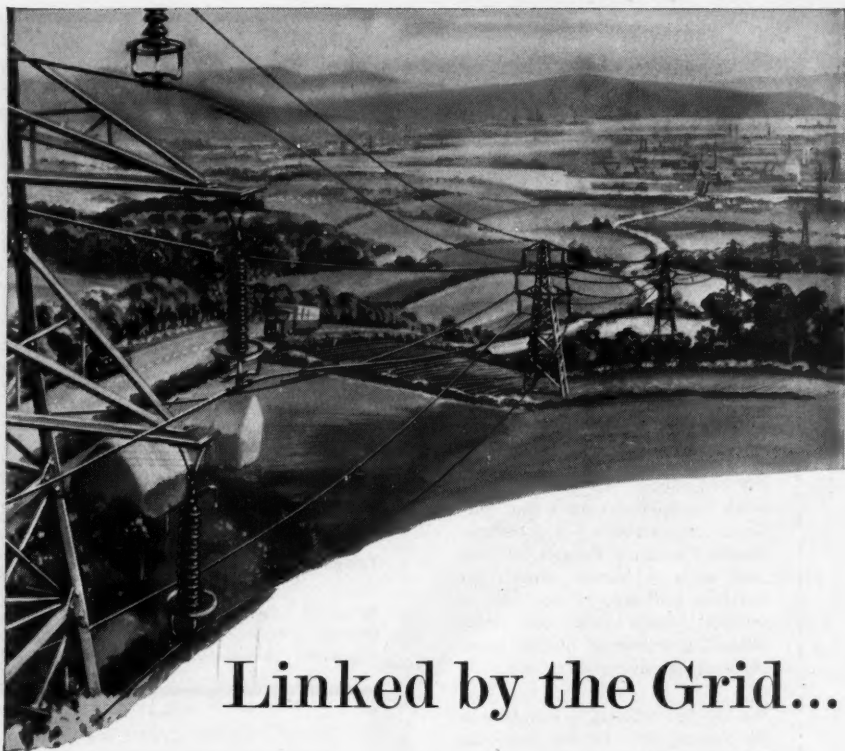
The Spectator

"He not only makes clear the influence of past wars and battles upon history, but also helps his readers towards understanding of deeper aspects of war which are of supreme importance today."

(34 maps, 8 plans, 30/- net)

Volume II ready January 1955

EYRE & SPOTTISWOODE



Linked by the Grid...

In its far-flung network the grid touches on many aspects of the nation's life—farms, mines and refineries, ancient crafts and modern industries. Linked, too, are the many different activities of Vickers-Armstrongs — the condensing plant and circulating water pumps at the generating stations, the 'British Clearing' presses, paint mills and printing machinery, installed at the factories that take their power from the Grid. The engineering skill and experience of this organisation, which is contributing to the country's export success in ships, aircraft and precision equipment, is at the same time assisting in the development of many basic, home industries.

VICKERS-ARMSTRONGS LIMITED

VICKERS HOUSE BROADWAY • LONDON • SW1

SHIPBUILDING & REPAIR • DECK MACHINERY • DOCK & HARBOUR MACHINERY • CONDENSERS
& FEED HEATING PLANT • VARIABLE SPEED GEARS • CEMENT-MAKING MACHINERY • BRITISH
CLEARING PRESSES • PRINTING MACHINES • SOAP-MAKING MACHINERY • CARDBOARD BOX-
MAKING MACHINERY • PAINT MACHINERY

VAAE

*The
★ Biggest Return
for the
smallest outlay*

Every Officer needs investment for himself, and protection for his dependants — but he wants “the biggest return for the smallest outlay”.

We can supply, not only “Tailor-made” schemes to meet your particular requirements — **Education, House Purchase, Family Income and even a better return on existing policies**, all not only at probably lower basic cost than obtainable elsewhere but on terms especially advantageous to you.

We are now offering to members of the Forces, for a limited time, the following concessions on all new policies.

- An initial refund of 10/- per cent of the basic sum assured on the first year's premium, of all ordinary Life and Endowment policies.
- 5% (1/- in the £1) Discount off all their motor car, kit and other Insurance premiums.

This means getting all your policies at minimum cost.

Write to-day, without obligation, stating your date of birth and requirements to:—

D. J. FERGUSON & CO.

The “Forces” Insurance Brokers
C2 Dept.

Buchan Lodge, London Road,
Camberley, Surrey

*Send for our book “The Facts of Life-Assurance”
with foreword by three distinguished Senior Officers.
This is obtainable for 1s. 6d., post free.*



By Appointment
Naval Outfitters
to the late
King George VI
ESTABLISHED 1785

*uniform and
plain clothes*

Gieves
LIMITED

27 OLD BOND STREET LONDON W1

Telephone: HYDe Park 2276

Portsmouth · Southampton · Bournemouth · Bath
Chatham · Weymouth · Plymouth · Liverpool
Edinburgh · Londonderry · Malta · Gibraltar

PICTURE DEALERS BY APPOINTMENT TO



THE LATE
KING GEORGE VI



THE LATE
QUEEN MARY

PARKER GALLERY

(FOUNDED 1750)

N
A
V
A
L



M
I
L
I
T
A
R
Y

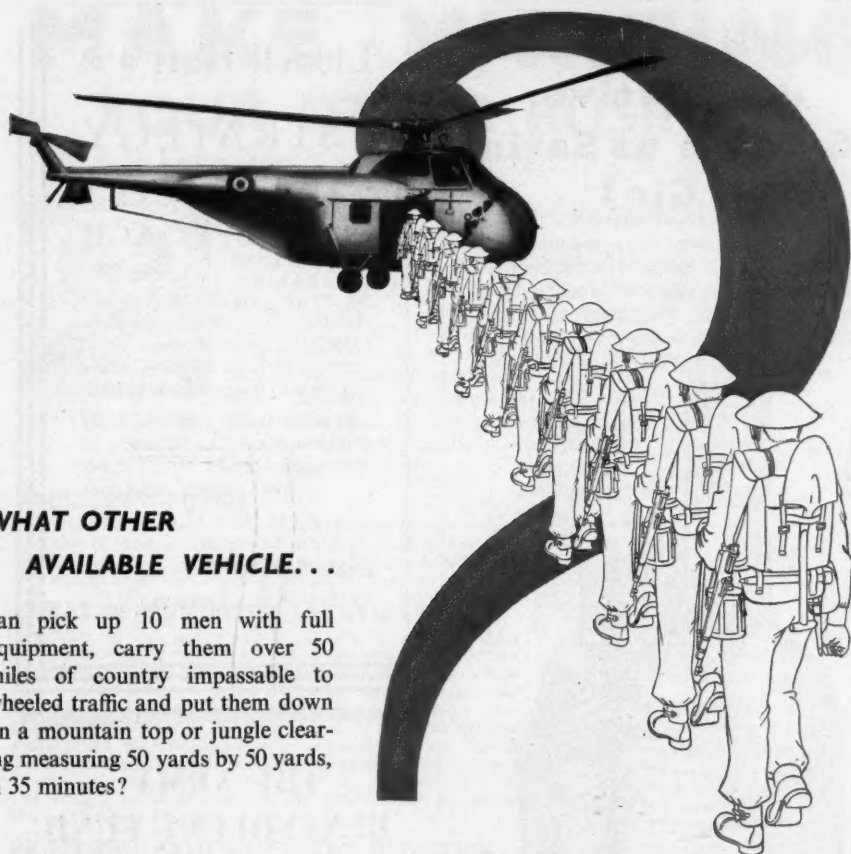
**PRINTS, PAINTINGS, RELICS
AND MODELS**

CATALOGUES POST FREE

Plans
GROSVENOR
5906-7

2, ALBEMARLE STREET,
PICCADILLY, LONDON, W.1

RESTORATION A SPECIALITY



**WHAT OTHER
AVAILABLE VEHICLE...**

can pick up 10 men with full equipment, carry them over 50 miles of country impassable to wheeled traffic and put them down on a mountain top or jungle clearing measuring 50 yards by 50 yards, in 35 minutes?

only

**WESTLAND
HELICOPTERS**

Give you the answer!

WESTLAND AIRCRAFT LTD. . YEovil . ENGLAND
CABLES . AIRCRAFT, YEovil

You'll like this distinctive, Smooth as Satin Gin!

Burnett's 'White Satin' Gin is as distinctive as its bottle. There is no other Gin quite as good. Its Smooth as Satin quality is the same today as it has been for nearly two hundred years. And, here's the surprising thing—it's the same price as ordinary Gins!

Maximum U.K. prices:

33/9 per bottle:

17/7 half bottle:

9/2 qtr. bottle:

3/7 miniatures.



Liddell Hart

STRATEGY THE INDIRECT APPROACH

An entirely revised and greatly enlarged edition of Captain B. H. Liddell Hart's famous work which is now a textbook in War Colleges and Staff Colleges the world over.

'His classic study . . . as valid today as it was when first published 25 years ago.'—*Leader Article* in THE

MANCHESTER GUARDIAN.

With 17 maps. 25/-

Faber & Faber Ltd

24 Russell Sq., London, W.C.1

THE ARMY BENEVOLENT FUND

Patron: *Her Majesty the Queen*

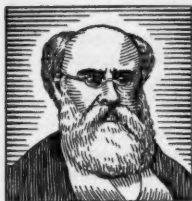
20 GROSVENOR PLACE, LONDON, S.W.1

THE CENTRAL FUND of all Military Charities and the mainstay of the Regimental Associations to whom Soldiers, past and present, can appeal for help when suffering or in general distress. In addition, the fund, administered by senior Officers, makes block Grants to other Service Organisations which give practical help, outside the scope of State Schemes, to disabled Ex-Soldiers, or the dependants of those who lost their lives, throughout the Empire. The need is great — the calls are many.

Please remember your relatives who served in the army and leave a legacy, large or small, in memory of those who fought for our freedom and gained it.

MAKE WRITING YOUR OTHER BUSINESS

Enjoy the Security of an EXTRA Income



ANTHONY TROLLOPE

MOST successful Writers did not begin their working lives as Authors. Thousands of Stories and Articles are by people who write in addition to their regular occupation. They write for the deep pleasure of writing; for the security an additional income provides. Writing gives young people another string to the bow; enables retired folk to capitalise their experiences.

TROLLOPE'S ADVICE

TROLLOPE, who made a large income for many years by writing, began in this way. He advised all young writers to follow his example and there are many who have succeeded in building up their own separate or private business in this way, but there are not enough.

GREAT OPPORTUNITIES EVERY DAY

OVER 1,300 Daily and Weekly Newspapers, and more than 2,000 magazines and periodicals in Great Britain alone, means at least 100,000 separate issues per year requiring articles, stories, etc., a large proportion of which has to be free-lance work. Here are immense and permanent markets for capable Writers, with opportunities never greater than now—new publications appearing, the public reading more than ever, and British Editors constantly on the lookout for new Writers. Anyone of average education and ability, willing to learn the technique of preparing written matter in saleable form, has great opportunities of profitable and continuous spare-time employment, which can lead to well-paid full-time occupation.

PRACTICAL HELP BY EXPERT DIRECTION

FLEET STREET SCHOOL gives modern practical instruction which enables the new Writer to produce work in the form wanted by busy Editors (who have no time to teach the novice) and guides the learner to the markets best suited to his personal ability. The continued success of our students is striking proof for the new practical methods of the Advisory Panel of Fleet Street Authors and Editors, whose qualifications as Professional Experts are indicated below.

THE PANEL OF EXPERTS

1. Author of over 1,000 Short Stories.
2. Editor of a best-selling Women's Magazine.
3. A prolific Writer of Serials in famous English journals.
4. The Writer of popular Girls' Stories.
5. Regular Contributor of all the best-selling Juvenile Periodicals.
6. Feature Writer to Sunday Newspapers.
7. Sub-Editor of National Daily.

YOUR FIRST STEP.—Write now for Free Copy of "PROSPECTS FOR AUTHORSHIP" and learn how to acquire the Professional touch and essential Marketing knowledge. Remember, the Fleet Street School system is based on earning whilst learning, and special terms are available for those of limited means.

PRACTICAL RESULTS

Student 171/162.—I have sold my story to **EVERY-WOMAN** for 35 guineas. **Student 1106/156.**—The **B.B.C.** accepted the script for the Light Programme—see 9 guineas—after my first lesson! **Student 141/76.**—The article which I wrote for the Second Test Paper appeared in the **SUNDAY MAIL**. Thanks for the recommendation. **Student 2317/185.**—I am pleased to say that my article for Lesson Two has been accepted by the magazine **TRAVEL**. **Student 2003/1610.**—The Course has already borne fruit, for I have sold an article to **PSYCHOLOGY** for 3 guineas. **Student 1854/152.**—... together with cheque, which I obtained from the **CHRISTIAN HERALD** for the article which I originally wrote for the Second Test Paper. **Student 761/2812.**—I have just sold my first story to **FAMILY STAR** for 4 guineas, and am I thrilled! **Student 473/26.**—I have had my first short story accepted by the Editor of **HOME REVIEW**. **Student 1437/217.**—... on your advice I sent my article with a covering letter to the **LIVERPOOL ECHO** and barely three weeks had elapsed before I had the pleasure of seeing it in print. **Student 1328/2110.**—**GLAMOUR** have paid me 7 guineas for a short story and the **B.B.C.** has accepted my story, to be adapted for the Children's Hour. **Student 984/227.**—I also have to report the sale of a further fairy story to the Co-operative Press, for inclusion in their **SUNSHINE ANNUAL**, payment 2 guineas. **Student 1518/69.**—**MODERN WOMAN** have paid 5 guineas on acceptance of my article. **Student 151/282.**—You may be interested to hear that yesterday I had a letter from the Editor of the **ARGOSY**—they have offered me 25 guineas for my story. **Student 3577/3015.**—I have had my story accepted by **BLACKWOODS**, who are paying me £25 for it; also one or two others, at smaller rates, of course, for service magazines. **Student 120/28/8.**—I have established contact with the Editor of **PUNCH**. The item was accepted for Christmas and is a good start. **Student 591/28/7.**—I am sure you will be pleased to know that my article submitted for my Second Lesson was published in the **DAILY MIRROR** and I received 6 guineas for same. **Student 548/129.**—I hope you will be as pleased as I am that my article, submitted for Test Paper Two, has been sold, on your advice, to **NEW ONLY**. **Student 1954/157.**—I have just corrected a proof of my story for **WIDE WORLD**—they have since accepted another and I have sent in a third. **Student 775/2119.**—I thought it might interest you to know that **THE COUNTRYMAN** has accepted a short article of mine on an old country custom. **Student 890/1310.**—I had 7 guineas for my story, which appeared in **WOMAN'S COMPANION**; I also had an article published recently in **FARMER AND STOCKBREEDER**. **Student 4135/7190.**—I have sold an article to the **COVERLEY EVENING TELEGRAPH**—they are sending me a cheque for 5 guineas. **Student 184/315.**—As you suggested, I submitted the article to the **NEW STATESMAN**. One was published on July 17. **Student 1404/6/5/49.**—I am pleased to tell you that the article which I wrote for Test Paper Two and submitted, on your recommendation, to **CHILDREN'S NEWSPAPER**, was accepted. **Student 988/226.**—The magazine which accepted my story was **RED STAR WEEKLY**—they paid me 4 guineas. **Student 1173/58.**—The article has been accepted by **LONDON OPINION**, having earned 4 guineas. **Student 1813/175.**—My story was published in the June issue of **ARGOSY** and I have just had a letter from the Editor offering me 8 guineas for a second one. **Student 187/45.**—I have sold my first short story prepared for Lesson Eight to **HOME NOTES** for 19 guineas. **Student 281/2411.**—The paper which accepted my article written for Lesson Two, was the **WELFARE TELEGRAPH**. **Student 6921/547.**—Last week I sent to **COURIER** a graphic account of my first elephant shoot in Kenya. They have retained the story and asked for another.

To THE FLEET STREET SCHOOL LTD (Desk W.45)
1 & 2 Fulwood Place, High Holborn, London WC1

Please send without obligation "Prospects for Authorship"

**POST
COUPON
TO-DAY
FOR YOUR
FREE COPY**

NAME
(Please write in BLOCK CAPITALS)

ADDRESS

(Stamp for reply appreciated but not essential)

**THE PROSPECTS
FOR
AUTHORSHIP**

THE OFFICERS' PENSIONS SOCIETY

President : GENERAL THE LORD JEFFREYS, K.C.B., K.C.V.O., C.M.G.

Chairman : CAPTAIN SIR HENRY DIGBY-BESTE, C.I.E., O.B.E., R.I.N.

Vice-Chairmen :

MAJOR-GENERAL C. H. H. VULLIAMY, C.B., D.S.O.

VICE-ADMIRAL H. T. BAILLIE-GROHMAN, C.B., D.S.O., O.B.E.

This Society was founded in 1946, and its objects are to procure the improvement and increase of pensions, retired pay, and other benefits of officers of the three Armed Services, and of their widows and dependants; and to promote in every way their interest and welfare. Also to assist and advise members of the Society in connection with pensions and retired pay, and to represent their individual problems.

It is the only body comprising officer members from all three Services whose policy is controlled solely by its members. It is not in competition with the Association of Retired Naval Officers, the Officers' Association or other Service associations, but is complementary to them, and works in co-operation with them.

Increases on Officers' Widows' Pensions from December, 1952, and in the retired pay of some 8,250 officers from 1st April, 1954, were made to a considerable extent owing to the Society's activities.

Membership is open to retired officers, to dependants of serving or retired officers, and to widows and dependants of deceased officers of the Armed Forces. Membership now exceeds 8,300, which number is increasing every day.

The annual subscription is £1 for all, except widows and dependants of deceased officers, for whom it is 10s.

Full particulars and forms of application can be obtained from :—

The General Secretary, The Officers' Pensions Society, Ltd., 171, Victoria St., London, S.W.1. Telephone : VICTORIA 0853.



BOSTOCK & KIMPTON LTD.
WINE MERCHANTS SPECIALISING IN SERVICE
TO NAVAL, MILITARY AND AIR FORCE MESSSES
Proprietors of "G.H.Q." & other Sherries
PANTON HOUSE, 25, HAYMARKET
(entrance in Panton Street)
LONDON, S.W.1

TELEPHONE
TELEGRAMS

TRAFALGAR 1441-2
BOSKIMTOCK, LESQUARE, LONDON

—BOOKS—

**HUGH REES
LIMITED**

Military, Naval and General Book-
sellers, Stationers & Publishers

47, PALL MALL, S.W.1

Two Steeples
"FERNIA" KNITWEAR *formen*
Made from the highest grade wool in a variety
of handsome shades. Socks, Pullovers, Slipovers,
Cardigans, Waistcoats, etc. From all good Hosiery.



TWO STEEPLES LTD, WIGSTON, LEICESTERSHIRE.

BRASSEY'S ANNUAL

The Armed Forces Year Book—1954

Edited by Rear-Admiral H. G. THURSFIELD.

Assisted by Brigadier C. N. BARCLAY, C.B.E., D.S.O.

and Air Vice-Marshal W. M. YOOL, C.B., C.B.E.

The contents of this issue, together with the Preface and Reference Section, include: "The Defence Team," by The Editor; "The Services in 1953-54," by Major-General D. A. L. Wade; "The Role of the Royal Navy," a lecture given by Admiral the Rt. Hon. the Earl Mountbatten of Burma; "The Role of Modern Infantry in Battle," by General Sir Harold E. Franklyn; "The Role of the Bomber," by Wing Commander C. N. Foxley-Norris; "Soviet Policy and War," by Jules Menken; "The Naval Strength of Russia," by Commander Anthony Courtney; "Communist Air Forces," by Asher Lee; "Western Europe and the Problems of Mobile Defence," by Colonel the Hon. E. H. Wyndham.

"History for Officers of the Fighting Forces," by Captain Cyril Falls; "Total War," by J. M. Spaight; "Lessons of the Korean Campaign," by Brigadier C. N. Barclay; "The Royal Air Force Today," by Air Vice-Marshal W. M. Yool; "Types of Warships," by Rear-Admiral H. G. Thursfield; "The Services in Parliament," by Ian Harvey, M.P.; "Canada's Defence Forces," by Brigadier M. P. Bogert; "The United States and the 'New Look,'" by Major the Hon. Alastair Buchan; "Air Support for the Army," by Major-General R. H. Bower; "Air Power and the Land Battle," by E. Colston Shepherd; "The Army's Supply Problem," by Major-General B. T. Wilson.

"Gliding and Its Possible Value to an Air Force," by Philip Wills; "Compulsory Service in the Armed Forces," by Major F. L. Lee; "Entry and Training of Naval Officers," by Rear-Admiral H. G. Thursfield; "The Potentialities of Guided Missiles," by Rear-Admiral A. Nicholl; "The War in Indo-China," by Lieut.-General H. G. Martin; "Foreign Navies," by "Spindthrift"; "The Tank and Its Antidotes," by Major-General L. O. Lyne; "Principal International Maritime Exercises in 1953," by Rear-Admiral H. E. Horan; "Night Fighting in Land Warfare," by Major H. B. C. Watkins; "Training in the Royal Air Force," by Wing Commander J. A. Holmes; "The Disposition of British Sea Forces," by Rear-Admiral H. G. Thursfield; "Anti-Terrorist Operations in Malaya," by Brigadier K. R. Brazier-Creagh; "Aircraft Development," by Group Captain C. W. Williamson; "Engineering Factors Affecting Naval Operations," by Commander (E.) A. Funge Smith

65th year of publication

Price 63/- net

WILLIAM CLOWES & SONS, LIMITED

LITTLE NEW STREET, LONDON, E.C.4

WHITEHALL PALACE and the EXECUTION OF KING CHARLES I

The brief history of the famous Banqueting House of the old Whitehall Palace, built for James I, by Inigo Jones, includes the Execution and Burial of King Charles I, and is taken from the original by the late Reverend Canon Edgar Sheppard, K.C.V.O., D.D., Sub-Dean of His Majesty's Chapels Royal, 1884-1921.

Edited and annotated by the late Captain E. Altham, C.B., R.N., while Secretary of the Royal United Service Institution.

Price 1s. 0d. Post Free

Orders to the Secretary:

Royal United Service Institution, Whitehall, S.W.1

Sporting Guns can now be hired...



***for a
week-end,
a week or
a month***

No need to miss that shooting invitation when on leave—we can supply first-class guns for any period. Write, call or phone PADdington 6602 for details.

CHARLES

Helli's

& SONS LTD.

121-3, EDGWARE ROAD, LONDON, W.2

Two books for every reader of this Journal, by—

David James

THE LIFE OF LORD ROBERTS

'At last, after waiting for it for 40 years, we have been given a definitive biography of Field-Marshal Earl Roberts, Britain's greatest soldier of the Victorian era. David James . . . has had access to Lord Roberts's personal papers, a vast source of information hitherto untapped. He has made the best possible use of his opportunities.' Lieut.-Gen. H. G. Martin in *The Daily Telegraph*.

Illustrated. 30s. net.

A PRISONER'S PROGRESS

With an Introduction by ERIC WILLIAMS, author of *The Wooden Horse*.

'One of the best escape stories to come out of the war.' *Yorkshire Evening Post*.
'It will be read with enjoyment, interest and an unqualified acknowledgement that its author was one of the coolest and most determined escapees of the Second World War.'
Ulster Herald.

Sketch plans. 9s. 6d. net.

HOLLIS & CARTER

The British Soldier

by

Colonel H. de Watteville

The soldier's story, in barracks and battles and billets, from Plantagenet times up to the present day.

Foreword by Field Marshal Sir John Harding, C.I.G.S.

Colour frontispiece, 16 plates. 18s.

"A clear and absorbingly interesting picture of the man and his making." GEN. SIR JOHN CROCKER, *Daily Telegraph*.

AT ALL BOOKSELLERS

Published by
DENT

PROMOTION AND STAFF COLLEGE ENTRANCE EXAMS

The Metropolitan College provides
SPECIALISED POSTAL COACHING
for the above-mentioned examinations

Adequate examination practice—Complete model answers to all test papers—Expert guidance by experienced army tutors—Authoritative study notes—All tuition conducted through the post—Air Mail to Officers overseas—Guarantee of coaching until successful—Moderate tuition fees, payable by instalments.

● Write **TO-DAY** for particulars to the Secretary, M4, Metropolitan College, St. Albans.



METROPOLITAN COLLEGE

ST. ALBANS



Deltic in service

The Napier Deltic Marine Diesel is going into service in H.M. Patrol Boat **DARK HUNTER** (the first of the new Deltic-powered 'Dark' Class) and in the new 152 ft. coastal minesweeper **HIGHBURTON**. The Deltic was specially designed and developed to provide the Royal Navy with a high-powered engine of low weight and small size. The success of its designers is indicated by Admiralty News Release 65/54, which says of the Deltic "... the best power-weight ratio ever achieved in a marine Diesel." In addition to high performance and compactness the Deltic offers a low degree of risk from fire. These features make it ideal for the fighting ships of today.

N A P I E R **Deltic** marine diesel

D. NAPIER AND SON LIMITED • ACTON • LONDON • W.3.
C.R.C. D6

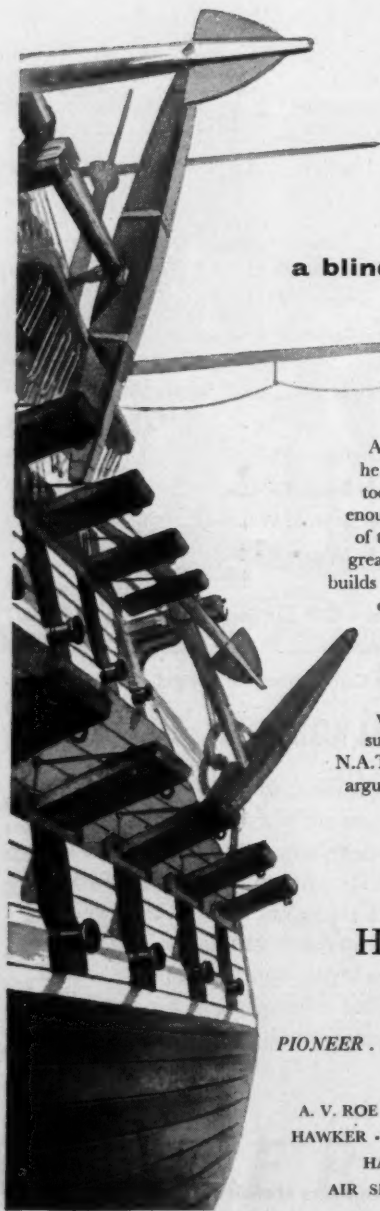
CONTENTS

NOVEMBER, 1954

	Page
Secretary's Notes... ..	xv
Frontispiece : Florence Nightingale, O.M.	
A Look Through a Window at World War III (Lecture). By Field-Marshal The Viscount Montgomery of Alamein, K.G., G.C.B., D.S.O.	507
The Council of Europe (Lecture). By Mr. S. H. C. Woolrych, O.B.E.	524
Crimean Retrospect. By Major E. W. Sheppard, O.B.E., M.C.	534
First in the Field. By J. A. Terraine	537
The First Catering Officer. By Lieut.-Colonel M. E. S. Laws, O.B.E., M.C., F.R.Hist.S. ...	543
The Salving of H.M.S. Howe. By Admiral Robert N. Bax, C.B.	546
The Standing Group, North Atlantic Treaty Organization. By Lieut.-Colonel C. T. Honeybourne, O.B.E., Royal Signals	551
The Use of Air Power in Security Operations. By Wing Commander C. N. Foxley-Norris, D.S.O., R.A.F.	554
Valour Without Trumpets. By Major Reginald Hargreaves, M.C.... ..	559
The Wearing of Medals. By Major T. J. Edwards, M.B.E., F.R.Hist.S.	567
Atomic Weapons and Army Training. By Brigadier G. G. R. Williams	570
The British Auxiliary Legion in Spain, 1835-1840. By Brigadier H. Bullock, C.I.E., O.B.E., F.R.Hist.S.	574
Shooting an Operations Room. By Flight Lieutenant G. E. Lanning, R.A.F.	577
Some Aspects of Administration in War. By "Athos"	581
The Abolition of the Sale and Purchase of Army Commissions. By Brigadier-General Sir James Edmonds, C.B., C.M.G.	588
The Society for Army Historical Research. By T. H. McGuffie	594
The International Situation. By A. K. Chesterton, M.C.	
(i) Europe	599
(ii) The Far East	601
(iii) The Middle East	603
Correspondence	605
General Service Notes	610
Navy Notes	616
Army Notes	624
Air Notes	631
Reviews of Books	637
Additions to the Library	644
Index to Volume XCIX	iii

NOTE

Authors alone are responsible for the contents of their respective papers, which do not necessarily reflect official policy or opinion in any way.



a blind eye can be dangerous

A wise man does not wait till trouble comes, he insures against it. So with Britain . . . who today has built up an air strength formidable enough to deter any would-be aggressor. Much of this vast insurance for peace stems from the great Hawker Siddeley Group; the Group that builds such superb aircraft and jet-engines. Some of the most famous of these are the Hawker

Hunter, finest fighter in the world; the Avro Vulcan, the world's first 4-jet Delta-winged bomber; the Gloster Javelin, the world's first twin-jet all weather delta-winged interceptor. All these aircraft are in super-priority production for the R.A.F. and N.A.T.O. They are the Western world's forceful argument for a prosperous and peaceful future.



Hawker Siddeley Group

18 St. James's Square, London, S.W.1

PIONEER . . . AND WORLD LEADER IN AVIATION

A. V. ROE • GLOSTER • ARMSTRONG WHITWORTH
HAWKER • AVRO CANADA • ARMSTRONG SIDDELEY
HAWKSLEY • BROCKWORTH ENGINEERING
AIR SERVICE TRAINING • HIGH DUTY ALLOYS

JOURNAL
of the
**Royal United Service
Institution**

Published by Authority of the Council

ALL RIGHTS RESERVED



Postal Address : Whitehall, London, S.W.1

Telephone No. : Whitehall 5854.

Telegraphic Address : "Russatus, Parl, London."

Vol. XCIX

NOVEMBER, 1954

No. 596

Advertisement Manager :

A. W. G. BARRETT, 27, CHANCERY LANE, LONDON, W.C.2.

Telephone : HOLBORN 8655/6.

THE ROYAL UNITED SERVICE INSTITUTION

FOR

**THE PROMOTION AND ADVANCEMENT OF THE SCIENCE AND LITERATURE
OF THE THREE SERVICES.**

PATRON

HER MAJESTY THE QUEEN

PRESIDENT

**General H.R.H. The DUKE OF GLOUCESTER, K.G., K.T., K.P., G.C.B., G.C.M.G.,
G.C.V.O.**

VICE-PRESIDENTS

Field-Marshal The Viscount ALANBROOKE, K.G., G.C.B., O.M., G.C.V.O., D.S.O.

Field-Marshal Sir CLAUDE AUCHINLECK, G.C.B., G.C.I.E., C.S.I., D.S.O., O.B.E., LL.D.

Admiral of the Fleet The Earl of CORK AND ORRERY, G.C.B., G.C.V.O.

Marshal of the Royal Air Force Sir EDWARD ELLINGTON, G.C.B., C.M.G., C.B.E.

General The Lord ISMAY, P.C., G.C.B., C.H., D.S.O., D.L.

Admiral Sir CHARLES J. C. LITTLE, G.C.B., G.B.E.

Marshal of the Royal Air Force The Lord NEWALL, G.C.B., O.M., G.C.M.G., C.B.E., A.M.

Field-Marshal The Lord WILSON OF LIBYA, G.C.B., G.B.E., D.S.O.

ELECTED MEMBERS OF COUNCIL

Royal Navy

Vice-Admiral Sir JOHN A. S. ECCLES, K.C.V.O., C.B., C.B.E.

Admiral Sir HENRY MOORE, G.C.B., C.V.O., D.S.O.

Admiral Sir GEOFFREY OLIVER, K.C.B., D.S.O.

Admiral of the Fleet Sir ARTHUR J. POWER, G.C.B., G.B.E., C.V.O.

(Chairman of the Council)

Royal Marines

General Sir JOHN C. WESTALL, K.C.B., C.B.E., R.M.

Royal Naval Reserve

Commodore R. HARRISON, D.S.O., R.D., R.N.R.

Royal Naval Volunteer Reserve

Captain J. A. CREED, V.R.D., R.N.V.R.

Regular Army

Lieut.-General Sir JOHN ELDRIDGE, K.B.E., C.B., D.S.O., M.C.

General Sir GEORGE ERSKINE, K.C.B., K.B.E., D.S.O.

General Sir RICHARD N. GALE, G.C.B., K.B.E., D.S.O., M.C., A.D.C.

(Vice-Chairman of the Council)

Major-General Sir JULIAN A. GASCOIGNE, K.C.V.O., C.B., D.S.O.

Major-General G. W. LATHBURY, C.B., D.S.O., M.B.E.

General Sir OUVRY L. ROBERTS, G.C.B., K.B.E., D.S.O., A.D.C.

Territorial Army

Brigadier Sir GEORGE S. HARVIE-WATT, Bart., T.D., Q.C., D.L., M.P., A.D.C.
Major-General I. T. P. HUGHES, C.B., C.B.E., D.S.O., M.C., D.L.
Brigadier J. A. LONGMORE, C.B.E., T.D., D.L.
Brigadier A. D. McKECHNIE, D.S.O., O.B.E., T.D., A.D.C.

Royal Air Force

Air Chief Marshal Sir NORMAN BOTTOMLEY, K.C.B., C.I.E., D.S.O., A.F.C.
Air Chief Marshal Sir LESLIE HOLLINGHURST, G.B.E., K.C.B., D.F.C.
Air Chief Marshal Sir JAMES M. ROBB, G.C.B., K.B.E., D.S.O., D.F.C., A.F.C.

Royal Auxiliary Air Force and Royal Air Force Volunteer Reserve
Group Captain Sir ARCHIBALD HOPE, Bart., O.B.E., D.F.C., R.Aux.A.F.

REPRESENTATIVE MEMBERS

ADMIRALTY

Director of Tactical and Staff Duties: Captain W. A. ADAIR, D.S.O., O.B.E., R.N.

WAR OFFICE

Director-General of Military Training: Lieut.-General Sir COLIN B. CALLANDER, K.B.E., C.B., M.C.

AIR MINISTRY

Assistant Chief of Air Staff (Training): Air Vice-Marshal The Earl of BANDON, C.B., C.V.O., D.S.O.

EX OFFICIO MEMBERS

First Sea Lord: Admiral of the Fleet Sir RHODERICK McGRIGOR, G.C.B., D.S.O.
Chief of the Imperial General Staff: Field-Marshal Sir JOHN HARDING, G.C.B., C.B.E., D.S.O., M.C.
Chief of the Air Staff: Marshal of the Royal Air Force Sir WILLIAM F. DICKSON, G.C.B., K.B.E., D.S.O., A.F.C.
Director, Territorial Army and Cadets: Major-General B. C. H. KIMMINS, C.B., C.B.E.
President of the Royal Naval College, Greenwich: Vice-Admiral Sir WILLIAM G. ANDREWES, K.B.E., C.B., D.S.O.
Commandant of the Imperial Defence College: Air Chief Marshal Sir ARTHUR P. M. SANDERS, K.C.B., K.B.E., A.D.C.
Commandant of the Joint Services Staff College: Rear-Admiral W. K. EDDEN, O.B.E.
Director of the Royal Naval Staff College: Captain R. A. EWING, D.S.C., R.N.
Commandant of the Staff College, Camberley: Major-General C. P. JONES, C.B., C.B.E., M.C.
Commandant of the R.A.F. Staff College: Air Vice-Marshal D. MACFADYEN, C.B., C.B.E.

HONORARY MEMBERS OF THE COUNCIL

Major-General G. R. TURNER, C.B., M.C., D.C.M. (Canada).
Lieut.-General A. J. BOASE, C.B.E. (Australia).
Major-General Sir A. H. RUSSELL, K.C.B., K.C.M.G. (New Zealand).
General Sir PIERRE VAN RYNEVELD, K.B.E., C.B., D.S.O., M.C. (South Africa).
General K. M. CARIAPPA, O.B.E. (India).
General Mohd. AYUB KHAN (Pakistan).

STAFF

Secretary, Chief Executive Officer, and Curator: Lieut.-Colonel P. S. M. WILKINSON.
Librarian: Wing Commander E. BENTLEY BEAUMAN, R.A.F.
Editor and Museum Registrar: Major-General R. E. VYVYAN, C.B.E., M.C.
Assistant Editor: Lieutenant-Commander P. K. KEMP, R.N.
Deputy Curator and Assistant Executive Officer: Captain J. H. LAING.

Auditors: Messrs. BARTON, MAYHEW & Co.

Alderman's House, Bishopsgate, E.C.2.

Bankers: ROYAL BANK OF SCOTLAND, DRUMMOND'S BRANCH,
Charing Cross, S.W.1.

THE INSTITUTION

The Institution is situated opposite the Horse Guards in Whitehall. It provides members with a comfortable reading room containing the leading papers, periodicals, and principal Service (including foreign) Journals.

There is a lecture theatre where lectures are given followed by discussions in which officers of every rank are encouraged to take part.

Members can obtain on loan four volumes at a time from the best professional library in the Country. They are provided with a free copy of the JOURNAL.

There is a private entrance to the celebrated R.U.S. Museum in the former Banqueting House of old Whitehall Palace.

MEMBERSHIP

Commissioned officers on the active and retired lists of all H.M. Services, including those of the Dominions and Colonies, also midshipmen of the Royal and Dominion Navies, the R.N.R., R.N.V.R., and R.N.V.S.R. are eligible for membership without formality.

Retired officers of the Regular and Auxiliary forces, including the Home Guard, whose names no longer appear in the official lists, are eligible for membership by ballot.

Ladies whose names appear or have appeared in the official lists as serving or having served as officers in any of the three Services are eligible as above.

Naval, military, and air force cadets at the Service colleges are eligible on the recommendation of their commanding officers.

Officers' messes are not eligible for membership, but may subscribe to the JOURNAL.

SUBSCRIPTION

The rates of subscription are :—

	£	s.	d.
Annual subscription	1	10	0
Life subscription	24	0	0
or four yearly instalments of	6	6	0 each
Covenanted life subscription—seven yearly instalments of	3	12	0 „

Full particulars of membership with alternative forms for bankers' orders, and for deeds of covenant enabling the Institution to recover income tax, can be obtained on application to the Secretary, Royal United Service Institution, Whitehall, S.W.1.

The JOURNAL is published in February, May, August, and November. Copies may be purchased by non-members, price 10s. od.: annual subscription, £2 post paid. Orders should be sent to the Secretary, Royal United Service Institution, Whitehall, S.W.1.

MUSEUM

The R.U.S. Museum is open daily from 10 a.m. to 5 p.m., except on Sundays, Christmas Day, and Good Friday. Members may obtain free passes for their friends on application to the Secretary.

Members of the Services in uniform are admitted free

SECRETARY'S NOTES

November, 1954.

COUNCIL

Elected Member

Group Captain Sir Archibald Hope, Bart., O.B.E., D.F.C., R.Aux.A.F., has been elected the Royal Auxilliary Air Force and Royal Air Force Volunteer Reserve Member of the Council in the vacancy caused by the resignation of Air Vice-Marshal W. M. Yool, C.B., C.B.E., on the termination of his Air Ministry appointment.

Ex Officio Member

Captain R. A. Ewing, D.S.C., R.N., has accepted the invitation of the Council to become an ex officio Member of the Council on taking up the appointment of Director of the Royal Naval Staff College.

NEW MEMBERS

The following officers joined the Institution between 26th July and 26th October, 1954 :—

NAVY

Lieutenant A. R. Stobbs, R.N.V.R.
Sub-Lieutenant K. P. Bruce-Gardyne, R.N.
Instructor Lieutenant L. Farrington, R.C.N.
Lieutenant-Commander R. P. Clayton, R.N.
Captain J. B. Polland, R.N.V.R.
Commander N. L. T. Kempson, R.N.
Captain M. F. L. de Spon, R.M.
Colonel A. J. Harvey, O.B.E., R.M.
Captain R. R. S. Pennefather, R.N.
Lieutenant-Commander T. G. Ridgeway, R.N.
Acting Sub-Lieutenant Ranvijai Singh, I.N.
Sub-Lieutenant W. Gilchrist, R.N.
Sub-Lieutenant Arindam Ghosh, I.N.
Sub-Lieutenant Manohar Bhalchandra Gokhale, I.N.
Captain F. C. E. Bye, R.M.
Captain E. N. Sinclair, D.S.C., R.N.

ARMY

Captain J. M. C. Lawlor, The Royal Inniskilling Fusiliers.
Captain I. W. Lynch, The Rifle Brigade.
Brigadier G. P. Morrison, Canadian Army.
Lieut.-Colonel S. O. Edwards, M.C., T.D., The Warwickshire Yeomanry, T.A.
Captain H. Bell, The York & Lancaster Regiment.
Captain J. N. Elderkin, Royal Engineers.
Captain A. P. B. Watkins, The Royal Welch Fusiliers.
Lieut.-Colonel W. C. Walker, D.S.O., O.B.E., 6th Gurkha Rifles.
Major P. W. Pounsford, R.A.S.C.
Captain W. D. Page, The Bedfordshire & Hertfordshire Regiment.
Captain H. W. Duncan, Royal Artillery.
Major I. P. Thomson, M.C., The Queen's Royal Regiment (West Surrey).
Captain T. N. Thistlethwayte, The King's Royal Rifle Corps.
Captain A. H. Fraser, The Royal Berkshire Regiment.
Captain J. C. Moore, R.A.O.C.
Major A. T. Eeles, M.C., Royal Artillery.
Captain M. A. J. Tugwell, The Queen's Own Royal West Kent Regiment.
Lieut.-Colonel W. B. Paxton, Royal Artillery.

Captain R. C. H. Collier, M.C., The Queen's Own Cameron Highlanders.
 Captain D. J. D. Overton, Royal Engineers.
 Lieut.-Colonel R. A. Smillie, R.C.A.M.C.
 General Sir Robert Mansergh, K.C.B., K.B.E., M.C.
 Lieut.-Colonel Mohan Mukand Singh, Indian Army.
 Major J. H. Preston, Royal Engineers.
 2nd Lieutenant N. Assheton, The Life Guards.
 Colonel H. du P. Finch, D.S.O.
 Lieutenant R. D'A. Ryan, Royal Artillery.
 Major D. F. Wharry, Royal Artillery.
 Lieut.-Colonel S. D. Calvert, O.B.E., Royal Engineers.
 Lieut.-Colonel K. Macrea Moir, M.C., T.D., late The East Surrey Regiment and Royal Artillery.
 Lieut.-Colonel D. B. Egerton, M.C., Royal Artillery.
 Major-General G. McI. S. Bruce, O.B.E., M.C.
 Colonel B. Middleton, late The Royal Lincolnshire Regiment.
 2nd Lieutenant J. W. Hayes, The Duke of Wellington's Regiment, T.A.
 Lieut.-Colonel V. B. Mallya, Indian Army.
 Colonel H. S. Calvert, O.B.E., M.C.
 Captain J. F. Hancock, The Queen's Royal Regiment (West Surrey).
 Captain W. J. J. Davies, Royal Artillery.
 Captain R. D. Black, Royal Horse Guards.
 Lieut.-Colonel C. R. W. Norman, O.B.E., The Durham Light Infantry.
 Captain E. R. Hardy, Royal Signals.

AIR FORCE

Flight Lieutenant R. G. Shillingford, M.B.E., R.Aux.A.F.
 Flight Lieutenant K. L. Morris, R.A.F.
 Flight Lieutenant F. D. Hoskins, R.A.F.
 Wing Commander T. N. Stack, R.A.F.
 Flight Lieutenant R. J. Carson, R.A.F.
 Flight Lieutenant J. E. Freeman, R.A.F.
 Air Commodore M. F. Calder, C.B.E., R.N.Z.A.F.
 Squadron Leader W. N. Craig, R.A.F.V.R.
 Flight Lieutenant A. M. Durant, R.A.F.
 Squadron Leader T. W. A. Hutton, D.F.C., R.A.F.
 Wing Commander E. J. Howells, M.C., R.A.A.F.

PRIZE MEMBERSHIP

Acting Sub-Lieutenant D. K. Holder, R.N., 2nd Lieutenant L. G. Machin, The South Staffordshire Regiment, and Pilot Officer P. H. Stanning, R.A.F., have been awarded five years' free membership of the Institution.

COVENANTED SUBSCRIPTIONS

The Council hope that many more members will support the scheme for covenanted subscriptions, details of which have been circulated to all members.

This materially assists the Institution because it enables income tax at the full current rate to be reclaimed on each subscription. It is emphasized that a Deed of Covenant entails no additional expense to the member, but it goes a long way towards meeting the increased essential costs of administration. The Council wish to thank the many members who have re-covenanted since the beginning of the year.

To date, there are 1,448 annual and 291 life covenanted members.

Any member who has not received his copy of the scheme or who requires new forms is requested to communicate with the Secretary.

LIAISON OFFICERS

The following alterations to the list of Liaison Officers, as published in February, have taken place :—

<i>Establishment or Command</i>	<i>Name</i>
ROYAL NAVY	
Reserve Fleet	Lieut.-Commander T. G. Ridgeway, R.N.
Plymouth Group, R.M.	Captain L. Wild, R.M.
ARMY	
Scottish Command	Lieut.-Colonel D. G. Parker, O.B.E.
Pakistan Military Academy	Major O. U. Qasim
ROYAL AIR FORCE	
Home Command	Air Commodore H. I. Cozens, C.B., A.F.C.

MUSEUM

ADDITIONS

The original Orrery constructed by John Rowley in 1716 and named after the 4th Earl of Orrery (3727). Deposited by Admiral of the Fleet The Earl of Cork and Orrery, G.C.B., G.C.V.O.

A set of ten models of "The Queen's Beasts" erected at Westminster Abbey for the Coronation. This is the only set known to be on public exhibition. Acquired from the Ministry of Works and embellished by the Institution (9654).

A Queen's South African Medal with the clasps "Transvaal", "South Africa, 1901", and "South Africa, 1902", awarded to Surgeon P. R. Fort (9652). Bequeathed by Surgeon P. R. Fort.

An Indian General Service Medal with clasp "Umbeyla", awarded to G. Graham, 101st Regiment (9653). Given by Mrs. M. Rayden.

A full-dress tunic of the Honourable Artillery Company, 1870 (9655). Given by Mrs. L. V. Lock.

JOURNAL

Offers of suitable contributions to the JOURNAL are invited. Confidential matter cannot be used, but there is ample scope for professional articles which contain useful lessons of the recent war; also contributions of a general Service character, such as strategic principles, command and leadership, morale, staff work, and naval military and air force history, customs, and traditions.

The Editor is authorized to receive articles from serving officers, and, if found suitable, to seek permission for their publication from the appropriate Service Department.

Army officers are reminded that such articles must be accompanied by the written approval of the author's commanding officer.

LECTURES

The programme of lectures for the second half of the 1954-55 session is published with this number of the JOURNAL.

Arrangements have been made for an extension of the loudspeaker system from the Lecture Theatre to the Reading Room for use as required. Members and their guests will on arrival be accommodated in the theatre until it is full, when the excess number will be directed to the Reading Room.

Tickets will not be issued for any lectures in future as it is hoped that the new arrangements will accommodate all who wish to attend.

POSTAL SERVICE BY AIR MAIL

In order to keep the annual membership subscription to the lowest possible rate it is not economic in normal circumstances for the Institution to send letters, etc., overseas by air mail. Members who require answers by this service should enclose the necessary international reply coupons when making an enquiry.

CHANGES OF ADDRESS

Members are particularly requested to notify any change of address which will affect the dispatch of the JOURNAL.

Naval officers are strongly advised to keep the Institution informed of their address, as JOURNALS sent to them via C.W. Branch of the Admiralty are invariably greatly delayed.

As a serving officer is liable to frequent changes of station, it is better for such members to register either a permanent home or a bank address.

CHRISTMAS CARDS

Orders for Christmas cards, specially designed for members of the Institution, can still be placed.

Card A has the crest of the Institution on the outside, and inside a reproduction of a black and white sketch of the exterior of the Banqueting House. The price, including envelopes, is 10s. a dozen.

Card B is a reproduction in colour of Garrison Gunners in a Portsmouth fort firing a salute during a review of the Fleet at Spithead, 1854; inside is the crest of the Institution. The price, including envelopes, is 16s. a dozen.

Postage in each case is 6d. for each dozen by ordinary mail.

Members are requested to ensure that the correct remittance, including postage, is sent with their orders. It is regretted that *orders cannot be executed until payment is made.*

CANADIAN SERVICE INSTITUTES

The following are additional to the list published in *Secretary's Notes* on page x of the May, 1954, number:—

United Services Institute of Vancouver Island,
605 Courtney Street,
Victoria, British Columbia.

Newfoundland United Services Institute,
c/o Headquarters, Newfoundland Area, Canadian Army,
Buckmaster's Field, St. John's, Newfoundland.



From the bust by John Ridd in the Museum, Royal United Service Institution

FLORENCE NIGHTINGALE, O.M.

1820—1910

THE JOURNAL

of the

Royal United Service Institution

Vol. XCIX.

NOVEMBER, 1954.

No. 596.

A LOOK THROUGH A WINDOW AT WORLD WAR III

By FIELD-MARSHAL The Viscount MONTGOMERY of ALAMEIN,
K.G., G.C.B., D.S.O.

On Thursday, 21st October, 1954, at 3 p.m.

FIELD-MARSHAL THE Viscount ALANBROOKE,
K.G., G.C.B., O.M., G.C.V.O., D.S.O., in the Chair

THE CHAIRMAN: We are assembled here to-day to listen to Field-Marshal Viscount Montgomery, who is to give a lecture on "A Look Through a Window at World War III". I am quite certain you will agree with me that it would be hard to find a more experienced pair of eyes than his, and it would also be difficult to find a better window from which to look at World War III than the one he looks through in his official capacity.

I will now ask him to talk to you.

LECTURE

I SPEAK today as an international soldier who is the servant of the 14 Governments of the N.A.T.O.

If we are to make progress in keeping up-to-date, it seems to me that some statements must be made by responsible Service Chiefs that are more precise than those that have been made in recent times.

What I have to say represents my own personal views and I hope it will be regarded as a contribution to constructive thought on defence problems.

THE COLD WAR AND THE HOT WAR

I would ask you to note the title of this lecture :—

"A look through a window at World War III."

Some may say that World War III is already in progress and that, as usual, it has taken a different form from any other war. It has come to be called the *cold* war. It might well have been called the 'cold peace'.

As we advance further along the road of development of atomic and thermonuclear weapons, guided missiles, and ballistic rockets, it will become increasingly clear that a *hot* war will be mutual suicide for the contestants. Therefore, the great problem regarding the cold war now in progress is how to win it without precipitating a hot war.

Local wars, e.g., Korea, Indo-China, Malaya, Kenya, will no doubt continue to form part of the cold war, but there is a vast difference between them and a hot war.

Both are global, the cold war *and* the hot war. In trying to win the cold war one side or the other may miscalculate and bring on a hot war, though neither side wanted it.

I consider that the present state of world affairs, and the present tension, will continue for a long period. Therefore, the true objective of all military thinking today must be how to combine most economically the military measures needed for success in the cold war, with the development of the military strength needed to convince our enemies that a world hot war would result in their own destruction: no matter how great the surprise they achieved at the outset, nor how ruthlessly they conducted the contest.

The cold war calls for the use of conventional weapons; success in the hot war calls for new weapons.

It is obvious that the use of atomic and thermo-nuclear weapons will have a profound effect on the conduct of war, on weapon systems, on strategical and tactical conceptions, and therefore on the organization of forces.

In our reorganization, we may often find a clash occurring between conventional weapons which we know about, and new weapons which we do *not* know about. Whenever that clash occurs, the solution should be on the side of the long-term new weapons. New weapons must be 'phased in' gradually to our existing weapons systems so as to reduce, or eliminate progressively, equipment and weapons which will become out-of-date as the years pass.

I want to make it absolutely clear that we at S.H.A.P.E. are basing all our operational planning on using atomic and thermo-nuclear weapons in our defence. With us it is no longer: "They may possibly be used." It is very definitely: "They will be used, if we are attacked."

The reason for this action is that we cannot match the strength that could be brought against us unless we use nuclear weapons; and our political chiefs have never shown any great enthusiasm in giving us the numbers to be able to do without using such weapons.

It all calls for a certain reorganization of our forces, and in our strategy.

A special group at S.H.A.P.E. has had these matters under very close examination for the past year and we have reached certain conclusions. We now need the co-operation of national authorities to get those conclusions translated into practical action.

In fact, we have reached the point of no return as regards the use of atomic and thermo-nuclear weapons in a hot war.

CIVIL DEFENCE

If we visualize an atomic war, the importance of Civil Defence is apparent. That subject is grossly neglected today. Indeed, there is no sound Civil Defence organization in the national territory of any N.A.T.O. nation so far as I know.

The immense destruction caused by atomic and hydrogen bombs, and the disposal of large numbers of civilian casualties, could not be handled by a few volunteers. It would be a gigantic task.

Trained and disciplined men under good leaders would be required, over and above any civilian organization that existed in peace.

Since nuclear attack is now a possibility, a nation must be able to absorb a surprise attack, and survive to continue the struggle. Therefore the whole framework

of the Civil Defence organization must exist in peace, with a Chief of Civil Defence and the essential means to implement the plan.

Unless the framework of some sound Civil Defence organization is set up in peace, a nation will face disaster in a world war : since the home front will collapse.

THE FUTURE

In our thinking ahead we need some realistic foundation.

Let us therefore consider a war between two powerful groups of nations, and let us call them East and West. You can make any grouping within this broad statement that you think suitable. I would suggest we include the N.A.T.O. nations in the West.

We will assume that the West has at present a superiority in atomic and thermo-nuclear weapons together with the means of delivery, but that as the years pass that superiority is likely to decline.

It was Maeterlink who said :—

“ The past is chiefly of use to me as the eve of tomorrow.
My soul wrestles with the future.”

Let us then consider the future.

GENERAL APPROACH

If ever war should come again to this distracted world, which God forbid, weapons of power unprecedented in the annals of war are available for employment. There are some who say that if war is joined, nuclear weapons will not be used; I would disagree with that. My opinion is that the fear of atomic and thermo-nuclear weapons is a powerful deterrent to war ; but once a world hot war has started *both* sides are likely to use them. We would certainly use them ourselves if we were attacked, as I have said.

So far as we can see today we are not justified in depending on air bombardment alone, even with nuclear weapons, to bring a world war to a successful conclusion : still less a local war or disturbance. Wars today can be won only by fighting, and, in a hot world war, fighting will continue in the air, at sea, and on land until one side loses the will to fight on. We would be wise to accept these facts and to prepare ourselves accordingly. Those who are inclined to believe that future wars will be confined to push-button activities would do well to stop deluding themselves.

On the other hand, the skilful employment and accurate application of superior nuclear fire-power *in combination* with the operations of stream-lined land forces, can be a decisive factor in the land/air battle. The problem will be, how to force the enemy to concentrate his armed forces sufficiently to offer a worth-while nuclear target, without exposing our own forces to destruction by the enemy's nuclear attack.

In our forward thinking we must put the emphasis on organization, on tactical conceptions, and on the weapons and equipment that are necessary to enable us to fight in the way we want.

All our future depends on getting the right answers to the problems we now have to face.

THE HOT WAR BY MISCALCULATION

If a hot war is precipitated by miscalculation, which is always possible, there will not have been the build-up of Eastern land and air forces, nor the strategical deployment of submarines, which are generally taken for granted. In such a case, we, the Western nations, might be temporarily surprised.

But if we can react quickly, we would win such a war.

It would take a long time for the East to build up the forces necessary to do us serious harm, and by that time our air forces will have done a great deal of damage to the Eastern countries.

This type of hot war, the war by miscalculation, may come at any time. We must fight it with the weapons we have got, and in the way our forces are trained when it begins. We must, in fact, do the best we can with what we have got, and not be tied to plans designed to meet an entirely different situation.

THE DELIBERATELY PLANNED WORLD HOT WAR

I suggest that such a war will have three phases.

First Phase : a world-wide struggle for mastery in the air and of the oceans. It will be vital during this phase to prevent enemy land forces overrunning and neutralizing Western bases and territories.

Second Phase : the destruction of the remaining enemy land forces.

Third Phase : the bargaining phase, when the enemy's homeland and all it contains is at the mercy of the Western air power. We will then carry the air attack to the point where the enemy accepts our terms.

The second and third phases may be concurrent.

Against the background of this overall strategy, let us consider the war under three headings :—

The War in the Air.

The War at Sea.

The War on Land.

THE WAR IN THE AIR

It is clear from the strategy I have outlined that the dominant factor in future war will be air power. And that is my very firm belief. But like so many things we do we too often pay only lip service to this great truth.

The greatest asset of air power is its flexibility. The main factors in determining the degree of flexibility are the methods of command and control, the range of aircraft, and the mobility of supporting equipment. Flexibility and centralized control of *all* the air forces in a theatre of war are vital to success.

But the West has sacrificed flexibility by basing the air command organization on the requirements of 'direct support' of the land forces, whereas it should be based on the organization necessary to gain the greatest measure of control in the air.

Air power is indivisible. If you split it up into compartments you merely pull it to pieces and destroy its greatest asset—its flexibility.

If we lose the war in the air, we lose the war and lose it quickly. The methods we adopted in the later stages of World War II are not *necessarily* those we should adopt in the next war. In World War II we had almost complete air superiority from 1943 onwards; it will not be the same in World War III, and we cannot afford to sacrifice flexibility in our air command organization.

We must be careful that we do not draw false lessons for the future from the last two years of the late war : by which time we had won the war in the air.

The land-based air forces must always provide whatever offensive air support is needed in the war on land, using air forces that are highly trained in that particular work. But they must carry out this task without sacrificing their own flexibility. On occasions the whole of the available air power may have to be used to help to save the armies from destruction, and the air organization must provide for such a contingency arising at short notice.

Now let us examine the war in the air.

If we can maintain the ability to start a tremendous nuclear bombardment of the East *the moment we are attacked*, they cannot afford to do nothing about it.

It *must* affect the employment of their air forces.

It *must* force them to devote a considerable effort of their long-range air forces and nuclear weapons to attempt to hit *our* strategical air forces and the installations on which they depend.

It *must* force them to expend effort on air defence, no easy problem for them.

Against this background, I suggest there are three successive stages to consider in the war in the air.

THE FIRST STAGE

This stage would be if war comes in the near future.

In this period, as I see it, both sides will rely principally on *piloted* aircraft in both the strategical and tactical fields. In this period also, we stand to gain from the balance in favour of the *offensive* in the air, if we can react immediately we are attacked.

I see no sign, within this period, of either side being able to create an air defence system which could greatly affect the present balance in favour of the offensive in the air.

The results of this great battle for mastery in the air will have a tremendous effect on the whole war, and we must win it.

But we cannot afford to rely on air resources which depend on mobilization. The air forces we need, together with all the means necessary to keep them operational, must exist in peace-time. And we must restore to the air forces the flexibility they have largely lost, by centralizing Air Command on the highest possible level.

THE SECOND STAGE

In the not-too-far distant future, the East may create a sufficient stock of atomic weapons, and may develop the long-range means of delivering them, effective enough for them to strike at the outbreak of war a devastating blow at *our* means of delivering offensive air power. We would not then be able to apply our greater stock of nuclear weapons, and we might therefore lose the initiative in the air war at the start.

At this stage, as far as I can see, both sides will still be relying principally on piloted aircraft, both for offence and defence.

Before this period arrives, it will be of tremendous importance that we should have developed, and have in being, a highly effective global early warning system, together with the best air defence that the scientists can give us: in order to prevent our offensive air power being crippled from the start by a surprise attack.

THE THIRD STAGE

Later on still, further ahead in my opinion than five years from now, the East may have developed means of delivering their weapons with accuracy, both short-range and long-range, which do *not* rely on piloted aircraft. Our ability to counter that threat by both offensive and defensive measures will be much reduced, because the targets will be far less vulnerable—whether they are launching sites, or the weapons themselves actually in the air.

We must ask ourselves seriously what, at that stage, are to be the targets of our offensive air power. Will it then be true that offensive operations by *our* aircraft or missiles will directly affect the enemy's ability to deliver *his* weapons against us?

I do not see the aeroplane disappearing altogether.

In the tactical field I am sure that there will always be tasks for piloted aircraft in support of land and naval forces. The enemy's aircraft used for these purposes, and their bases, will remain an important target for our aircraft and missiles.

CONCLUSIONS: THE WAR IN THE AIR

What are the conclusions?

Once we have solved the problem of endurance in the air, and an aircraft can remain in the skies for prolonged periods and in all weathers, then air power will be the decisive factor in warfare. That time is not yet; but it will come.

What we must do *now* is to organize the command and control of our air forces so as to retain the greatest degree of flexibility, centralizing command in the highest commander who can effectively exercise that command so that he can wield the available air forces in a theatre of war as one mighty weapon.

If we are attacked, we must set in motion an *immediate* air offensive on the largest possible scale, directed at the enemy's air forces and at his homeland.

The means of delivering an immediate air offensive *must* exist in peace.

We must develop an effective, and global, early warning system in order to have some chance of being able to take the offensive in the air should we be attacked. And we must study air defence urgently: I will say something on this subject later on.

It is vital that our air forces should be able to absorb nuclear attack, and survive to strike back. The principle of dispersion must be explored from every angle. We must get away from the enormous concrete runways of today, and develop aircraft which can land and take off from small P.S.P. airstrips dispersed over the countryside. This would have a revolutionary effect on infrastructure and result in very great savings of money. In this respect 'vertical lift' aircraft have very great possibilities.

THE WAR AT SEA

Now let us discuss the war at sea.

No modern development has lessened, or is likely to lessen in any foreseeable future, the dependence of the Western nations on the movement of their means of existence across the oceans of the world: in war, or indeed in peace.

For instance, in an East-West war, it is my view that the West could not win if it lost control of the Atlantic. If we cannot deploy in Europe the power of the American continent, Europe could fall.

In the open seas the great threats are the submarine and air attack. In the narrow waters, the threat of the mine must be added and attack by aircraft will be more effective.

The first task of the Western naval forces is to make certain that they can deal with any challenge to our control of the seas, and that we do *not* lose that control.

Naval forces require air support in the same way as do land forces. It is vital, *in the conditions of today*, that navies called on to operate in the great oceans should have *their own air forces*.

The navies of those nations whose work lies *entirely in narrow seas* such as the Mediterranean, or in European waters, are in a different situation ; in my view, such navies do not need their own air forces.

What I have said about the war at sea is applicable today and for the next few years. But the more one considers the future, the more the problem of control of the seas becomes difficult to foresee.

The question to be faced, and decided, is :—

“ In the future, will the seas be controlled from the sea or from the air ? ”

When one considers the range and power of aircraft of the future, and the progress that is likely in radar and electronics, I am personally forced to the conclusion that the time will come when the major factor in the control of the seas will be air power.

It seems to me that the day of the large warship on the surface of the sea is over. The emphasis in the future is likely to be on the smaller type of vessel and on underwater craft.

If it is true that the seas will in the future be controlled mainly from the air, then it is for consideration whether this control would not be best exercised by national air forces and *not* by naval forces. If this is the case, then navies will not in the future require their *own* air forces. That time has not yet come. But in my view it will come eventually. If this is true, then we should not build any more expensive aircraft carriers.

Until the future is clear in this respect and a decision is given, navies should not be allowed to build independent shore-based air forces designed to carry out, and duplicate, the present maritime responsibilities of Coastal, Bomber, and Fighter Commands of a national air force : such as the Royal Air Force of the U.K.

What it amounts to is that new weapons have not yet rendered the aircraft carrier obsolete, but they are likely to do so in the future. And I see control of the seas eventually passing to air forces.

THE WAR ON LAND

To fight successfully on land we need the following four essentials, as a minimum :—

First. We must have first class ‘ active ’ peace-time forces, up to strength and ready at all times to act as our shield *without any mobilization procedure*.

These forces must be trained and equipped to the highest pitch : mobile, hard-hitting, offensive troops of magnificent morale, very highly disciplined, under young and active commanders. These are the troops and the commanders who have got to stand firm in the face of the horrors and terrors of the opening clashes of an atomic war, and they will stand firm only if they are highly trained and highly disciplined.

These are the M-Day forces.

Second. We need reserve forces, well organized, capable of being mobilized in echelons, and each echelon receiving sufficient training in peace to ensure it is fit to fight at the time it is needed.

These are the Post M-Day forces.

Third. Our forces, active and reserve, must be backed by a sound logistic and movement organization, which should exist in peace to the degree necessary to ensure success in the opening weeks of war.

Fourth. We must have a sound Civil Defence organization in each national territory.

The whole philosophy underlying these needs in land forces is that the active forces 'in being' in peace will make it impossible for the East to launch an attack successfully *without a preparatory build-up of their forces*, which we would know about; it would be difficult for the enemy to surprise us.

Our *active* forces will prevent the Eastern forces from reaching our vital areas, while we are assembling and moving forward our *reserve* forces.

GENERAL SUMMARY

It is clear to me, and I hope to you, that adequate air strength, multiplied by the ability to use nuclear weapons in quantity, increase our chances of successfully defending the West if we are attacked.

A further point is the great effect that the progress of science may have on the time factor in war. There is a stronger requirement now than ever before for M-Day forces to be ready, in place, and fully effective against a surprise attack.

Reserve forces must be organized with relation to the time when they must be available for use. This will affect the state of readiness in which they are maintained, and, to some extent, their organization and equipment.

It seems to me that the early phases of a third world war will shape very rapidly the course of such a war. It would be wishful thinking to say at this time that a decision would be reached in a matter of weeks or of a few months. But I suggest to you that a policy of the fullest exploitation of nuclear weapons *early in a war* raises serious questions as to the military worth in peace-time of contributions to the war effort which will have a delayed effect.

Let us have a last look at the war in the air, at sea, and on land.

THE WAR IN THE AIR

We have got to win the war in the air.

We will not win it unless the air forces are allowed to regain their flexibility and unity, and unless air command is organized accordingly. *It is vital that this matter be tackled at once on the highest political level.*

We *must* maintain in peace the ability to launch an immediate offensive in the air against anyone who attacks us.

The West is vulnerable to nuclear attack. Great offensive power is wasted unless it is married to defensive power and can be launched from a secure base. As time passes and the offensive capability between East and West levels out, the advantage will go to that side which has the greater defensive strength, which can protect itself against attack, and can survive to strike back.

There is at the present time no sure defence against the aeroplane or ballistic rocket. Indeed, so far as we can see today, trying to get a secure defence against air attack is rather like trying to keep the tide back on the sea shore with a picket fence. This situation must not be allowed to continue.

The best scientific brains we possess should be gathered in to help in the task, working in close co-operation with air forces. I say 'air forces' because I hold the view that air defence should be organized and handled by air forces, and that A.A. Commands should be handed over to that Service.

THE WAR AT SEA

If the armies can hold the land flanks, they help to keep the threat to manageable proportions.

Today, the navies must handle this war. They must be given the minimum means to ensure control of the seas and of the approaches to essential ports, and no more. It is essential that they should not dissipate those means on *tasks which do not affect the war at sea.*

But we must not be hide-bound by past traditions. I give it as my opinion that the time will come when the seas will be controlled from the air. If this is true, the future must be planned and organized accordingly.

THE WAR ON LAND

Of all the fighting Services the armies have the most difficult task as regards organization for the future.

We must make a serious study of the shape of future war on land. It is of little use to superimpose new weapons on World War II organizations, and then to try and work out the tactical changes involved; we have got to examine the problem against a new background.

We must examine our armies, and their equipment, to see what changes are needed in an atomic age. A complete reorganization is needed of the reserve armies of all the Western nations; the present systems for producing reserve armies are mostly out-of-date.

In the organization of land forces the emphasis must be on strategical and tactical mobility, and on simplicity of weapons systems. We need divisions that can be moved rapidly by air; this will necessitate suitable aircraft for the purpose.

To gain full advantage of the immense fire-power that nuclear weapons have provided, and to avoid destruction by enemy nuclear attack, armies must develop a more lively and opportunist type of battle leader than exists at present, in both junior and senior ranks. Such a leader must have the imagination, the daring, and the resources to seize fleeting local opportunities; he must be trained to act independently and immediately within the framework of a general plan, rather than on precise and detailed orders or only after reference to a superior. I should add that these qualities in a leader apply equally to navies and air forces.

Land forces must become *less* dependent on roads and *more* capable of cross-country movement.

The supply system of land armies must be streamlined. They must become much less dependent on fixed lines of supply such as roads and railways, which involve frequent transfers of load.

Armies need a simple line of supply based on an air lift. Today, when supply lines are cut by enemy action, armies cease to operate efficiently.

The system of the future should provide air supply to forward maintenance areas from base depots many miles to the rear, and well dispersed. Divisions would draw their requirements from the forward maintenance areas with vehicles having a cross-country capacity.

The air lift from base depots to forward maintenance areas must be by some type of 'vertical lift' aircraft, which can take off and land vertically, and which fly at a fast speed like an ordinary aircraft in level flight. The air supply must be capable of being maintained in *all* weathers, and by day and night. Obviously, the distance for this forward air supply should be kept as short as possible; therefore base depots should be moved forward from time to time.

I see base depots being replenished by large freight-carrying aircraft which can land and take off from P.S.P. airstrips.

There is clearly a tremendous future for 'vertical lift' aircraft and it must be exploited for the benefit of land forces.

Whether this supply organization should be owned and operated by armies or by air forces is a matter for immediate examination on the highest inter-Service level. Finance will affect the solution.

No nation could afford to give to *one* Service the amount of air lift that Service would need at any particular peak moment in war. In the Berlin Air Lift, and in Korea, it was necessary to draw on the air transport resources of *all* the Services.

If the air lift organization is to be an organic part of an army, it will cost more than if it was under the air forces; and the army will never have enough.

In war-time, great flexibility will be needed, and the ability to effect rapidly a large concentration of air lift within a theatre of war will be necessary. Great skill will be needed if the lift is to be maintained in all weathers. Air cover and protection will be necessary. An air lift organization must be dovetailed into air operations; you cannot separate an air transport system from air operations.

A political decision will probably be necessary as to who will man, own, and operate the air lift for land forces. That decision should be given soon, and before an inter-Service argument develops which could lead to ill-feeling. It is my opinion that this vast air organization for the land armies will be best handled by the air forces, for the reasons I have outlined.

Such a supply organization would do away with the vast array of units and headquarters which today constitute the enormous 'tail' of a modern army. It would be the first step in restoring to armies the 'freedom of the countryside,' and the tactical mobility, that have so largely disappeared. By simplifying the tail we shall get more bite in the teeth.

The armies of today have to a large extent lost their mobility; they are becoming road-bound and are weighed down by a gigantic administrative set-up in and around them. Staffs are far too big; the amount of paper that is required to produce even quite small action is terrific. We seem to have lost the art of command, other than by paper. No ordinary man can read half the paper that is in circulation; I doubt if the other half is worth reading.

All this must be tackled ruthlessly.

It is clear to me that the next world war on land will be very different from the last one ; we shall have to fight it in a different way. In particular, we must ensure that our scientific and engineering development is applied in the right way. We must not use it to develop existing weapons to be more efficient for use in conditions which have passed and will not recur.

THE GIST OF THE WHOLE MATTER

Among the Western nations our policy must be :—

Strength through unity.

Peace through strength.

But we must understand that the danger of war is always with us because the fundamental aims of the two sides, East and West, are in direct conflict. If war is joined, and it becomes general, then nuclear bombardment would become general between the contestants.

A study of war reveals a thread of relentless change.

In fact, *change* is inevitable from time to time, and it looms ahead of us today. But *progress* is not inevitable.

Progress depends on sound decisions, and then on action. Those decisions must be made now, and the action ordered.

We stand today at the cross-roads, not knowing which turning to take.

Absolute defence against air attack will be impossible in the future. A deterrent, the means with which to hit back instantly and to give more than you receive, is the surest way to make an aggressor think twice before he attacks. The West must build up such a deterrent, capable of being delivered immediately through the air.

It is then vitally necessary to guard against a surprise attack, and against treachery, and to be able to hold such an attack long enough to enable nations to spring to arms behind the shield and mobilize their collective strength.

The Western nations must also retain the ability to absorb atomic and thermo-nuclear attack, and must ensure that their means of instant retaliation are not compromised by surprise or treachery.

Now, as never before, real preparedness is vital.

The nation that can organize itself properly in peace as regards its manpower, its production, its armed forces, and its Civil Defence, and can turn over easily and quickly from a peace to a war footing, taking the emergency in its stride and riding the storm easily—that nation will gain the initial advantage, and will win.

In spite of everything I have said, I would issue a most definite warning against rushing into major changes until we are certain that they are sound.

What is needed today in every nation is a roll of drums and a clarion call. That call must be one to discard out-of-date doctrines and methods, and to organize our affairs to take full advantage of the progress of science.

In particular, I would draw the attention of all National Chiefs of Staff to a verse in the New Testament, First Epistle of the Corinthians, which reads as follows :—

“ If the trumpet give an uncertain sound, who shall prepare himself to the battle.” (I Corinthians, 14, 8.)

We need a clear and ‘ certain ’ sound, on an inter-Service key.

On the subject of inter-Service relations and co-operation in the international sphere, I would say this: there is room for much improvement. Before the late war the activities of the fighting Services were largely unco-ordinated, in the U.K. at any rate. During the war inter-Service co-operation reached a high standard. Since the war it has deteriorated. In some nations it is good; in other nations it is bad.

We talk about the need for international unity and co-operation; we can hardly expect it if we ourselves do not give a lead with good inter-Service co-operation.

Political, financial, and economic considerations will make it impossible for armed forces to have all they want, or do all they would like. It will become more important than ever to concentrate on essentials and to have our priorities right.

In the scientific age into which we are moving, which is also an age of ever-increasing costs, Governments have got to ensure that their armed forces and security measures are built up within a framework of economic realities and against a background of sound inter-Service responsibilities.

BALANCE OF FORCES

If what I say has validity, then the future will call for:—

(a) Bigger air forces.

(b) Smaller and more immediately-ready Regular armies with great strategical and tactical mobility. Better organized and more efficient reserve armies.

(c) Smaller navies.

(d) The organization of the three fighting Services based on more atomic and thermo-nuclear power, and less manpower.

(e) A Civil Defence organization which exists in peace to the degree necessary to ensure it can operate in top gear in an emergency. It must be understood in this respect that while great destruction may be caused at the point of burst of a nuclear weapon, tremendous saving of life and property will be possible on the fringes.

The overall aim should be to get financial expenditure on defence geared to a level which will carry a reasonable defence budget over a prolonged period of years: thus giving continuity and stability of planning.

CONCLUSION

I do not imagine for one moment that all present here today will agree with everything I have said. My objects will have been achieved if during the course of this address I have been able to make some contribution to constructive thought on a problem which affects the security of the Western world.

I would like to put a few points to you in conclusion.

First. In the Navy, the Army and the Air Force we have a team. By themselves the individual members can achieve little. The team can achieve victory. The progress of science is likely to change the former responsibilities of the three members in certain directions. Parts of the load are shifting from the shoulders of one Service to the shoulders of another. In particular, the air is coming to the front as the dominant factor in war, and the decisive arm. This is going to introduce difficult problems, and in solving them do not let us bother unduly about the colour of our uniform: khaki, dark blue, light blue.

I suggest to you that there are two factors about air power which affect the issue.

(1) How best to use the mighty weapon of air power so as to win the war quickly. This will call for a high degree of centralization.

(2) How to ensure that the air will play its full part in the team. This calls for decentralization.

These two factors may seem to conflict. I do not myself believe that they are conflicting and I am certain that the answer can be found. Indeed, it must be found. And the important point is to reach the right answer without ill-feeling and inter-Service quarrels.

Second. I have forecast greatly increased responsibilities for air forces.

Today, it is doubtful if the air forces could cope with those added responsibilities.

If what I have said is true, then the air forces must be got ready over the years to handle the tasks that will fall to them.

Third. We spend today enormous sums in scientific research and development. But new weapons and technical equipment will avail us little unless we have first-class officers and specialists to operate and maintain them.

All the fighting Services are below establishment in Regular personnel and technicians, more because of the 'conditions' of service than because of inadequate pay.

Would it be a good thing to get a better balance between the two requirements of scientific development and skilled personnel, since both are essential?

In other words, should we spend a little less on scientific development and more on improving the conditions of life in the fighting Services?

Fourth. The mobilization systems of today need drastic overhaul. Most of them look archaic against the background of nuclear warfare, being far too leisurely.

The mobilization system of an atomic age must be such that on national radio warning it is effective in a matter of hours rather than days; it must be based on a decentralized method of call-up and dispersed equipment depots; it must be founded on a body of reservists all of whom know in peace-time exactly what to do on mobilization, and are able to do it quickly.

Fifth. Civil Defence must be moved up to take its rightful place in the national war machine. In my view, the team of three—Navy, Army, Air—has now become four, Civil Defence being the fourth member.

DISCUSSION

FLIGHT LIEUTENANT M. G. DYER: The lecturer has spoken of the fact that we must be prepared for instant reprisals in a future war. We know that in the past we have always tried to be morally in the right and to get world opinion on our side, and we have taken a rather long time before we have gone to war.

In a future war, if we are going to use nuclear and atomic weapons, the political responsibility of our leaders for the decision to use nuclear weapons is a very great and terrible responsibility. Therefore, is it not possible that our Intelligence may at some time dictate that we must attack and not wait to put in motion instant reprisals when this city that we are in may be lying in ruins and the Government possibly disorganized—or, perhaps, not only this capital, but many other capitals of the Western nations?

THE LECTURER: I gather that the speaker would be in favour of launching a preventive war; in other words, that if we think the other side is just about to attack us, we should attack him first?

FLIGHT LIEUTENANT DYER : Yes.

THE LECTURER : That is a political matter.

The questioner also said that it is a very great responsibility for our political masters to agree about using atomic and nuclear weapons, and that, of course, is true. My answer to the first point on that would be that I do not believe that the democratic nations of the West would ever launch a preventive war. We can have our own opinion about that, but that would be my opinion.

As regards the second point, I have said today—and, indeed, I said about a month ago in Paris—that if we were attacked we would use at once nuclear weapons in our defence. There has been no political repercussion from that beyond a few questions in the House, but that is normal. There has been no "You must not do it", and my superior Commander in Europe said the same; he said it in London, and I said it in Paris. I now say it here. There has been no political come-back against that. The emphasis all the time has been on "If we are attacked". I kept saying that if we were attacked, we would use these things in our defence.

I agree that our Intelligence should be kept up to it, so that we can get good notice. That is why an early warning system is so necessary—and the more one studies this, the more one sees that it must be global—to give us early warning of attack. We then would strike back at once.

I did not speak of preventive war. I used the words "instant retaliation . . . if we are attacked", the emphasis being on "if we are attacked".

‡ COMMANDER (E) L. E. S. H. LE BAILLY, R.N.: May I ask the lecturer where the petroleum supplies are coming from for these new enormous air forces? Does he not think that possibly we in the Navy will still be protecting the Atlantic lifeline with our nuclear powered frigates whilst, because the European and U.S. refineries have been rubbed out, the majority of the air forces are grounded through lack of refined petroleum products?

THE LECTURER : I do not know the answer to that. I should think there are in the audience a very large number of Admirals who might well answer that question.

I, personally, have seen no reason for shortage of fuel. We are developing pipeline systems in Europe. The great task of the navies is to bring the convoys in. I did not say that we should not have any navies. I merely said that I thought the major factor in control of the seas would be air power.

It is really a question of whether that air power is handled by land-based air forces or by naval forces. The job of the Navy will be to get the convoys into our ports. Whether the Navy's frigates are better for that purpose than land-based air forces is a matter of opinion.

SQUADRON LEADER S. CURSETJEE : The lecturer has very wisely laid stress on the importance of a strong Civil Defence. May I ask what would be the psychological reaction on the Eastern Powers if such an organization was seriously put into action in this Country?

THE LECTURER : I should have thought that the East would think us very foolish if we did not, in this age, have a good Civil Defence organization. One has only to study war to see that the home front must not collapse. I cannot myself think that it would irritate the East if we set up a good organization. I have been advocating publicly for some time that the N.A.T.O. nations should do that, and as far as I know there has been no reaction from the East.

I think that, slowly, the thing is moving in the right direction. In the United Kingdom, a Director-General of Civil Defence has been appointed to get on with the job, and our Civil Defence Staff College has been going for some time. Many nations in Continental Europe send officers to the British Civil Defence Staff College. I always hope that the British example in this matter will be followed in Continental Europe. So far, it has not been followed.

CAPTAIN E. A. S. BAILEY, R.N. : The lecturer stated at the beginning of his lecture that in the ballistic rocket era, although aircraft would not be required strategically, there would still be a need for piloted aircraft for co-operation with the armies and with navies. It seems that a suitable organization to deal with such air forces would be to give the Army as well as the Navy its own tactical air force, leaving to the Royal Air Force the task of operating ballistic rockets from land.

THE LECTURER : That is a very interesting viewpoint. I should like to ask some distinguished airman to answer this question. Marshal of the Royal Air Force Lord Tedder is here, I see. What would be interesting from Lord Tedder would be, first, his viewpoint on what one has said today, and, secondly, his views on this particular point.

MARSHAL OF THE ROYAL AIR FORCE LORD TEDDER : As regards the ballistic future, I would be prepared to leave that until it is somewhat nearer. When that happens, perhaps we can discuss the future of the Air Force and the Army, and of England and the new world, which, as the lecturer has said, is not with us yet.

On the general question, I am afraid I shall disappoint the Field-Marshal because I have no questions to ask him. The fact is that he and I underwent a fairly stiff course of training in the same school. He graduated, and I hope I may be regarded as having graduated too. The result is that on these fundamental issues I am completely in agreement with him. I am glad he has said these things rather than that I should have said them, because as I am an airman I might not be believed. Nearly all the audience are soldiers and sailors and would never trust an airman. But the Field-Marshal is not an airman. He is completely dispassionate and cold-blooded, and you have had it straight from the shoulder.

We are often told that we do not want to think about fighting the next war too much on the lines of the last war ; but, even allowing for your ballistic future, I think you will probably find that the main principles are the same for all wars. As far as all three Services are concerned, the vital fact has been emphasized to us—and in saying this I do not speak as an airman—that air power now is the dominant factor. We have got to face that.

The other point was given to us that at the very essence of air power are the inter-related principles of flexibility and concentration. Being flexible it can be concentrated, and if it is not organized for concentration it is being wasted completely. That is why inter-Service squabbles are so deplorable and, if I may put it bluntly, stupid.

The Field-Marshal and I and Admiral Lord Cunningham had our heads knocked together pretty well in the Middle East. We all appreciated the fact, since the air forces were organized under one central command, it was possible, if one day the Army needed help or support from the Air Force, and perhaps another day the Navy, for the whole air strength to switch from one to the other.

I suppose the trouble is that there is still that rather pathetic distrust or misunderstanding, perhaps, between the Services. If there were complete faith between the Services, an Admiral would not worry about the air being under one command and not under his own command, because he would know perfectly well that if the three Services were working together and he was in real need, the whole air fleet would swing in to his support. It is mutual faith and understanding which are the basis of unity, and that is the only way in which there will be co-operation.

There is one other point on the subject of concentration. The Field-Marshal mentioned decentralization as being important for the tactical role. That is perfectly feasible ; it has been done, and it will be done again. You have your concentration at the top, and decentralization below. As the Field-Marshal will remember, in the Desert the Tactical Air Force dealt directly with him, highly decentralized, with the proviso that if the Navy required assistance or if there were other dealings with Rommel, I took

everything that was available to deal with that. It worked perfectly well, and it worked again in Normandy.

The thing I have always been afraid of ever since the latter stages of the war is that people would remember only that phase, when everything in the garden was lovely from the point of view of the soldiers and sailors; by that time the air war was virtually over and the Army had only to call for air support and it would get everything, including the kitchen sink. That does not happen, and will not happen, at the beginning of any war. The difficulty in peace-time is that there must be proper training for mutual co-operation and air support, but soldiers and sailors must not rely too much on everything being available at the outset, because if the air war is not won they will not get it, and if they try to get it the air war could be lost. Without air superiority air support is impossible, and to attempt to provide it under such conditions might well result in losing the air war—and with it, all else.

MAJOR-GENERAL G. S. THOMPSON: My point refers only to responsibility for air supply of armies; I am not referring in any way to tactical air forces. With the team working well, as we all hope it will, I suggest that there is no reason why responsibility for the whole system of air supply of armies in the field should rest either with the Air Force or with the Army.

I believe that it falls logically into two parts. In the rear, as the lecturer has told us, there are the large fixed-wing aircraft of great carrying capacity, by-passing ships, ports, marshalling yards, and the like. They must necessarily be in a system of complete flexibility, under a very high level of control; hence, they must remain in the province of the Air Force.

On the other hand, in the forward area we have the vertical lift aircraft—helicopters or whatever they may be in future—which may replace a large part of the Army's transport system. These are an essential part of the Army's own maintenance, should be able to move exactly where they are wanted inside the Army, and cannot be regarded as completely flexible within the whole theatre because they are the system of the regular daily maintenance of the army formations in the field.

Therefore, I believe there is no reason why, because everything flies in the air, it must necessarily belong to one Service. It seems to me that we should look at it more from the point of view of function and less from the point of view of being all carried in the air.

THE LECTURER: I imagine that this matter will be examined by all the nations at the highest inter-Service level, and I imagine that that is being done now. I, personally, still hold to the view that you cannot separate that air organization from the war in the air. It is a matter, I feel, of the armies—I mean 14 armies, and not simply the British Army—not trusting other forces to do it for them. If we get over that, I think we shall be all right.

I still hold the view, today, that this thing is better handled by air forces. It may be that trial and experiment, and so on, will show that what the speaker has suggested is right. I have nothing more to say than that.

ADMIRAL OF THE FLEET SIR ARTHUR POWER: The lecturer has said that the great task of the Navy is to deliver the convoys to the ports of arrival. It is very disheartening to deliver a convoy and find that the port of arrival is in flames. Does the Field-Marshal consider that the very few ports that are capable of dealing with battle supplies are today capable of defence? If not, does he think that some form of beach discharge will have to be organized in the foreseeable future?

THE LECTURER: That is a very good point. I think that some form of discharge over the beach, as the questioner suggests, in the foreseeable future is quite possible, and, of course, it is being studied very deeply. But when I peered into the future I said that I see the great freight-carrying aircraft coming across the Atlantic, in a few hours—in one night—and landing on P.S.P. airstrips of quite a short length, or with reversible thrust and that sort of thing, and going away again. I see that happening in the future, but not yet.

If war comes quickly, by miscalculation or in the near future, we shall undoubtedly have to do what we can with maintenance over beaches, and it would, therefore, be important that we should have the necessary equipment for that purpose. I am not convinced that we have it. I do not think that we have got it—not yet.

FIELD-MARSHAL SIR JOHN HARDING: Some people might form the opinion from some of the remarks which have been made today that there is a great difference of opinion between the three Services and a lack of co-operation and understanding. I should like to deny emphatically that that is the case. I believe that the understanding and the co-operation between the three Services in the British armed forces is as great as, or even greater than, it has ever been before. I should like to dispel any ideas that there may be amongst the audience that any wide divergence of opinion has crept in.

We do have differences of opinion still today, as has happened in the past, but we are determined to face them, to argue them out, and to get sound and practical agreed answers. Our predecessors, who are so well represented here today, can rely on that being done in the future as it has been done in the past.

THE CHAIRMAN: I think you will all agree that no matter how much we may disagree on minor points that the lecturer has made, he has given us a great deal of food for thought on a matter which is of vital importance at the present moment, one which concerns our national safety.

I was very glad that the C.I.G.S. said what he did. Having watched the question of co-operation between the three Services before the war, throughout the war, and since the war, I am convinced that it has been improving, is improving, and must go on improving. We are now getting what did not exist at all before the war—a three-Service loyalty, a trinity loyalty, which is absolutely essential.

The lecturer has pointed out the very difficult readjustments and the balance that we have got to consider now between the three Services. We must continue to foster that spirit of understanding and comradeship between the three Services—I should say "between the four Services" now, in view of the lecturer's remarks concerning Civil Defence—because, I am certain, we shall want the closest understanding in order to adjust the balance and to produce the best solution we possibly can.

It must be evident to all of us that a lecture such as we have listened to requires an immense amount of deep thought, and after hard thinking a great deal of work to put those thoughts into words and into a logical sequence of arguments for transmission to an audience such as this. Therefore, we owe the lecturer a very deep debt of gratitude for the immense amount of thought he must have devoted to the preparation of this lecture, and I will ask you now to show your appreciation for the work he has done. (Applause.)

THE BIRTH OF THE COUNCIL OF EUROPE

I am sure that at the beginning of the lecture you will have noticed that the lecturer's speech and how it started. I think it really started with Winston Churchill's speech in 1946 in favour of European unity. In that speech he stressed the importance of the Council of Europe. This speech was the first of a series of speeches which led to the birth of the Council of Europe. The first step was the signing of the Treaty of London in 1948, which was the first step towards the creation of the Council of Europe. The Council of Europe was then established in 1949, and it has since then been working towards the goal of European unity. The Council of Europe is now the largest of the three European organizations, and it has a very important role to play in the future of Europe.

THE COUNCIL OF EUROPE

By Mr. S. H. C. WOOLRYCH, O.B.E.

On Wednesday, 6th October, 1954, at 3 p.m.

ADMIRAL SIR HENRY MOORE, G.C.B., C.V.O., D.S.O., in the Chair

THE CHAIRMAN : We have as our speaker this afternoon Mr. Woolrych, who is the official lecturer for the Council of Europe in this Country. After doing many things of great interest in the war, he worked at the Foreign Office on the information side, and he has recently been Consul at Strasbourg for two years. He is now the official lecturer, so he not only knows about the subject but also the setting at Strasbourg as well, and I shall ask him to go straight ahead with his lecture.

LECTURE

I DO not think that I need make any excuse for trying to interest you this afternoon in the whole question of European unity, because never, surely, did we need it more than we do at this time.

As we know, Europe before the war consisted largely of countries of various sizes and shapes which all went their own way. Their only preoccupation was to see that no one member unduly dominated the rest. That was the doctrine of balance of power. After the war, that doctrine went west, or perhaps I ought to say went east, on account of two factors. The first was the emergence of Russia as World Power II, and the second was the forcible attachment to her system of most of the countries of eastern Europe. Under those conditions there could be no such thing as a return to the doctrine of balance of power except on a world basis. In fact, the countries of western Europe found themselves struggling to avoid the same fate as that of their eastern neighbours.

We know all about the Brussels Treaty and the North Atlantic Treaty, which were drawn up to prevent that happening, but we are not concerned with those this afternoon, because they are mainly military treaties. There still remained a political problem. The countries of western Europe, finding themselves counting for less and less every day beside such great Powers as Russia on the one side and the United States of America on the other, felt that if they were not to be swept up into the systems of either one or the other they would have somehow to form a bigger unit. That is precisely what they are trying to do at this very moment. I must warn you at the outset that it will not be a quick or an easy business. Many people thought originally that when the Council of Europe was formed they would make one large federation in Europe. That idea is now out, at all events for years to come, and what is taking place is something much slower, more difficult, and more complicated. Therefore, you must not expect quick results.

THE BIRTH OF THE COUNCIL OF EUROPE

Let us start at the beginning and ask ourselves what is the Council of Europe and how did it start? I think it really started with Winston Churchill's speech at Zurich in 1946 in favour of European unity. In that speech he stressed the decadence which he felt sure must come to a disunited Europe. That speech fired all the European movements which were then starting up, and the result was that two years later, in 1948 at the Hague, an enormous Congress of more than 1,000 delegates from 19 European countries was held, with most of the principal statesmen in Europe present. That Congress fathered the whole idea of the present Council

of Europe, and its Charter was signed in London shortly afterwards on 9th May, 1949, by ten European countries, which I will enumerate in alphabetical order. They are: Belgium, Denmark, France, the Irish Republic, Italy, Luxembourg, the Netherlands, Norway, Sweden, and the United Kingdom. Three months later, at the opening session at Strasbourg, they were joined by Greece and Turkey, and in the following year by Western Germany, the Saar, and Iceland. That makes 14, not 15 members, because the Saar territory is not a sovereign State. Therefore, the Saar is not a full member; she is only an associate. Even so, those 15 members make up only half of Europe because Russia and her satellites did not come in.

There are six other countries who are not members, although they are certainly not satellites of Russia. There is Switzerland, who clings to her neutrality (Switzerland was not an unconditional member of the League of Nations in former days and has not joined the N.A.T.O. or the United Nations); and Austria, who would be a member if she could. She already has observers at Strasbourg, but the Russians will not agree a peace treaty for Austria and that unfortunate country is still occupied by the four former war-time Allies. The remark of Dr. Renner that Austria is like a skiff occupied by four elephants is all too true. For much the same reason Russia would not allow Finland to be a member, although she is certainly no satellite. On the other hand, Yugoslavia was a satellite until 1948, when there was the famous row between Tito and Stalin, as a result of which Tito pulled out of the Russian circle, although his country still remained Communist.

That leaves two other countries—Spain, who was not invited because she was not considered to be sufficiently democratic, and Portugal, who will not come in because Spain has not been invited. Nevertheless, these 15 States make up a population of approximately 255 million, as against 151 million Americans and 193 million Russians. As far as production of coal and steel is concerned, they come about halfway between the production of Russia and the production of the United States; so you will appreciate that they do make up a fairly powerful *bloc*.

I think that we may view the Council as a battle ground between two conflicting ideas of uniting Europe. There are Governments like our own who prefer to keep it on an association level—an "association at Government level" is the correct term—which means agreements between Foreign Secretaries which have to be ratified afterwards in the national Parliaments. Then there are countries such as Germany, Italy, Holland, and, until recently, France, who prefer to have a tight federal union on the model of the United States. But the Charter had to be drawn in wide, vague terms in order to rope in as many members as possible and to scare off as few as possible, and in so doing they came nearer to the British idea of unity than to the federalists' idea of union.

THE COUNCIL IN ACTION

Now let us see how that works out in practice. The Council consists of two bodies. There is the Committee of Ministers and the main body, the Consultative Assembly. The sole executive power belongs to this Committee of Ministers which consists of 14 Foreign Ministers, and at their meetings each Minister speaks for his own country. I have said the "sole executive power", because the Foreign Ministers are the only people who can pledge their Governments to carry out whatever it is the Council asks them to do.

The main body, the Consultative Assembly, consists entirely of parliamentarians, who are elected, not by Governments, but by the Parliaments themselves. We send 18 Members of Parliament, comprising at present nine Conservatives, eight Socialists, and one Liberal. Before the last General Election it was the other way round, that is, nine Socialists, eight Conservatives, and one Liberal. The job of the 132 parliamentarians is to draw up, discuss, and pass resolutions on a number of topics of general importance to Europe, and those resolutions are then sent on to the Committee of Ministers. If the Committee of Ministers consider those resolutions to be wild or woolly, they reject them, as they have done several times. On the other hand, if they consider that they are good, or even promising, they send them back to their own countries to be studied.

The Council is in no sense a European Parliament and has no executive powers. Many people rather rudely call it a 'talk shop', and so it is in a sense; but I think you will agree that one is desirable provided that it does voice the opinions of Europeans, and does call attention to those things which ought to be taken in hand. For instance, the Council has drawn up some five or six Conventions, of which quite the most important is the Convention on Human Rights. This Convention on Human Rights is not just a collection of pious intentions. On the contrary, it is a practical, as well as an important, document, because it sets out in black and white what we all feel ought to be the minimum human rights or freedoms enjoyed by any civilized man or woman to-day. In passing, do not let us forget that they are not enjoyed by 50 per cent. of Europeans at the present time. And they are to be enjoyed not only by European countries, but also by their colonial subjects. It was not many months ago that the British Government made them apply to 42 colonial territories, with populations—mainly coloured, of course—of 78 millions. Therefore, you will see that countries such as our own, with vast colonial responsibilities, have had to watch their step before agreeing to a Convention of this kind.

At the same time, two more Conventions now make it possible for a British subject working in any of the other 14 countries to enjoy the same social and medical benefits as though he were a national of the country, and the same applies to any of their nationals in this Country. Another Convention seeks to clear up the mess in European patent law, which I am given to understand is chaotic. The fifth is one by which the universities of western Europe agree to recognize each other's diplomas and examinations, so that a boy or girl studying at Oxford or Cambridge who wants to round off his or her studies, say, at Leyden, Bologna, or the Sorbonne, will be able to do so in future without any of the present tiresome formalities of entrance examinations in each case.

The Council of Europe has also been discussing such subjects as refugees, which is enormously important in Europe at the present time; unemployment, which is closely linked with it, especially in a country like Italy; housing, manpower, and a host of other subjects. If anything, there is rather a tendency to bite off more than they can chew; so much so, in fact, that M. Spaak, the first President, once told the Assembly that he thought that they would probably get more done if they concentrated more and more on less and less.

THE ISSUE OF FEDERATION

You will probably have guessed that the Council had not been in existence very long before the battle was on between the federalists and the rest. The federalists want to make Strasbourg the capital of Europe and to make the 'House of Europe', as they call the Assembly, a European Parliament with full powers. That issue of

federation was hotly debated throughout 1950, but in the end it was found that only six out of 14 full members really wanted a tight federation of that kind. The poor little Saar would be only too glad to federate to-morrow if she could do so as a sovereign State, but France and Germany will not agree to that. The Saar territory is only roughly about the size of Surrey, although her coal and steel are, of course, of very great importance. They are so important, in fact, that it would probably make all the difference in the world to the balance between Germany and France as to which country controls that coal and steel.

THE ATTITUDE OF BRITAIN

Before I go any further, perhaps I ought to say something about the attitude of the British Government towards a possible European federation. That attitude was set out first by a Socialist administration and soon after by a Conservative one, and in much the same terms. It is that we feel that we cannot very well join a European federation because we are already members of a world-wide confederation of sovereign States which we call the Commonwealth. No member of that Commonwealth—so runs the argument—could very well join any local federation which is going to demand complete control over all its defence forces, all its finances, its coal, steel, and other resources, without hurting the rest of the Commonwealth. In fact, Lord Salisbury said last Winter that if Britain were to join a European federation, that would be the end of the Commonwealth. How could we put the whole of the British Army, and the Royal Air Force for that matter, into Europe when we might need them to go to the help of Australia or New Zealand if attacked in the Pacific? Could you really expect the business man in Vancouver or Brisbane to accept a European currency or to base his export trade on some arrangement made in Strasbourg? Looking at it from the European point of view, it was obvious that if we were to join this European federation without the Commonwealth we should not be nearly so popular.

THE COAL AND STEEL COMMUNITY

From this discussion on federation the fact emerged that Strasbourg was not going to become the capital of Europe or the European Parliament; but that was by no means the end of the business, because the federalists were determined to go ahead although it was a much smaller federation than was originally hoped for. It was then that we began to hear about Restricted Communities, and it is these Restricted Communities which are transforming Europe at this moment. The general idea behind them was that member States would agree to the pooling of their resources in certain given fields. To take coal as an example, the members would agree to put under one body not only all their coal-mines, but everything connected with coal. That in itself was a revolutionary proposal. In fact, it was coal and steel which M. Schuman proposed in 1951 should be pooled. Behind M. Schuman's proposal was a Franco-German arrangement between M. Schuman and Dr. Adenauer by which they both felt that if neither side could control their coal and steel, there could be no further wars between France and Germany; because without coal and steel a war cannot be waged. Therefore, the Coal and Steel Community was set up: the six member States being France, Western Germany, Italy, and the Benelux countries. We were pressed to join, but we could not do so as full members for exactly the same reason that we could not federate, that is to say, we could not afford to put under a purely European body the whole of our coal and steel resources when we might need some of them to honour our commitments at the other end of the world.

We were, however, able to find a way round the difficulty, and when the Coal and Steel Community set up its headquarters in Luxembourg in September, 1952, under M. Monnet, the British Government sent out a high-powered delegation under the chairmanship of Sir Cecil Weir to do business with that Community, and to see how far it would be possible to work in with it in the common market which had already been established in those six countries for coal and steel. That British collaboration has succeeded to the point where M. Monnet now wishes to negotiate with Her Majesty's Government with a view to finding further fields of collaboration, and the answer of the Foreign Office has been to ask M. Monnet to come over here and discuss it with them.

THE EUROPEAN DEFENCE COMMUNITY

The next Community which was proposed was the ill-fated E.D.C., or the European Defence Community. That meant pooling nothing short of all the armies and air forces in Europe. You will realize that it is the N.A.T.O., and not the Council of Europe, which is responsible for the defence of Europe, and it was General Eisenhower, as Supreme Commander, who was convinced that it would be impossible to defend Europe without German contingents. Ever since that view was accepted, as it had to be, the whole problem has been to reconcile French fears with a military necessity. French fears are not so far-fetched, because within living memory France has three times been invaded by the Germans. I have been living in Strasbourg for more than two years and I have come across Alsatians, getting on in years, who have had five nationalities in their lifetime. That gets a little tiring after a time! I do not think that there is any point in going into the question of a European army, which was the central feature of this whole E.D.C. project, because it has now been killed by the failure of the French Parliament to ratify the project which the French had themselves put forward 27 months earlier.

THE EUROPEAN POLITICAL COMMUNITY

But, unfortunately, the damage did not stop there, because another European body went overboard at the same time. When the statesmen were discussing the question of the European army, they kept coming back to the same question of who would give the orders; who would control the army? Much the same thing happened both in the case of the coal-mines and the steel-works. Obviously, it had to be a supreme body, a democratic body, and one on which the six countries were all properly represented. So in the Winter of 1952, the experts sat down in Strasbourg and in Paris and worked out a constitution for western Europe called the European Political Community, under which there would be a President, an Executive Council, the Committee of Foreign Ministers *pro. tem.*, and an upper and lower chamber, the representatives in the lower chamber being elected by popular suffrage; in other words, a federal Parliament. The whole logic of these communities points to some such body as a Parliament to control them, but it was recognized all the way through that the fate of this European constitution was bound up with that of the E.D.C.—and for this reason. If there is to be a joint European army, it is necessary to have a joint Parliament to control it, but if coal and steel only are being dealt with—which is the case at the moment—then it is not quite so necessary. Anyhow, for the time being it is a thing of the past.

WHAT THE LONDON AGREEMENT STILL LACKS

We have been reading a great deal lately about the journeys of Mr. Eden to the European capitals and about this Nine-Power Conference which has been sitting in

London and which has, fortunately, succeeded. That was, if one may say so, in the nature of an emergency operation. It was rather like stopping a hole in a sea dyke, because there certainly was a frightening breach in the wall of western defence, and national passions had begun to flare up once again. But the statesmen themselves recognize that the military aspect is not the only, or even the chief, one. Alliances and treaties are all very well—I sometimes think we have too many—but surely what matters most is what lies behind them. There is, for instance, the Anglo-Soviet Pact, which is at the present moment a dead letter, because neither side trusts the other. In western Europe no ingeniously phrased treaty, no paper safeguards, will work unless the whole atmosphere of Franco-German relations is right. We have to get rid of this French dread of German aggression, as well as of German suspicion that the French are out to deny them their full sovereignty. Reconciliation between those countries is certainly necessary, but what is required is something more permanent. Partnership is really necessary. That partnership was provided for in the European Defence Community, and somehow or other we have to recreate that sense of partnership between France and Germany and the other partners. That is where the Council of Europe comes in, because here is an organization which can do more than anything else to foster the spirit of European unity.

How will it achieve that, you may ask? Surely the federal idea has broken down? Well, federation is only one of the possible answers. I notice that *The Observer* is constantly pushing the idea of confederation, but one sometimes doubts whether they have worked it all out. Surely the thing to do is not to waste too much time on constitution building, but rather to get on with the job which lies under our hands. That, after all, is the way in which the British Commonwealth has developed and, as we know, it has no written constitution except the Statute of Westminster, which states that the members are free to walk out when they like. There are great opportunities at Strasbourg and a great deal of work to be done. Ten days ago they were debating what was to be done to put something in the place of the E.D.C., and it was right that continental statesmen of the calibre of M. Spaak and M. Mendès-France should be speaking there, because Strasbourg is the best forum in which to address not only one's fellow parliamentarians, but European opinion at large. These debates at Strasbourg in which the parliamentarians of 15 countries take part are bound to have a considerable effect on European opinion.

STRASBOURG AS A GENERAL EUROPEAN FRAMEWORK

In what are called practical matters, the activities at Strasbourg are almost ceaseless. Let me give you two instances. About a fortnight ago a whole day was spent in discussing the convertibility of currency. Is not that rather technical and abstruse, you will say? Well, is it? If we mean what we say about seeking to rid ourselves of the remaining economic shackles which bind us, if we want to liberalize trade not only in Europe but throughout the world, can we afford to ignore the money we use to buy both food and raw materials? If we were all free to buy whatever we could afford in whatever market we chose, if we were all free to take our money at will from one country to another, if we could visit the United States without having to submit our reasons in writing to the Treasury before receiving a single dollar, would not that affect most of us?

Then the Council is also waging a heroic fight to modify some of the restrictions at frontiers, and to make it easier for us to visit each other's countries. A first-class report was drawn up some time ago by a committee under Mr. Montgomery Hyde,

M.P., and was circulated to Governments for their comments. A certain amount of progress has been made, but that progress is all too slow. I am afraid that Governments are inclined to let their civil servants persuade them that all these restrictions and formalities are really necessary. They are, perhaps, necessary if one is thinking only in terms of the control of immigrants, customs, and currency, but Governments are elected, according to a XIXth Century statesman, to tell the civil service what the public won't stand for, and that the rights and feelings of the ordinary man have got to be respected. It is very doubtful whether all these restrictions are really quite so necessary. For instance, the inhabitants of the Scandinavian countries pass from one country to another without showing any passports or identity documents, and the security checks, customs, and currency are restricted to something like one or two passengers in every hundred. When the German Federal Republic abolished visas for people visiting Western Germany, the number of tourists rose the next season by 25 per cent. One can only hope that the *carnet* and *triptyque*, which are necessary in Europe to move cars from one country to another, will become obsolete, as they already are between the United States and Canada; but all this will only come about by joint action at international level.

There is not time to tell you about the hundred and one activities which go on at Strasbourg. There are meetings of experts in all kinds of subjects, from patents to extradition law, and reports are made to the Council by a number of other organizations such as the Organization for European Economic Co-operation, the United Nations Educational, Scientific, and Cultural Organization (U.N.E.S.C.O.), the World Health and Refugee Organizations, and so on. You may ask whether there is not some duplication in all this. I do not think so, because the Council of Europe is the mouthpiece through which the public can influence these specialist organizations and through which the specialist organizations in their turn can address the public.

But there is a strong case for uniting many of these specialist bodies under the general framework of the Council of Europe, and for seeing that there is no duplication of functions as, for instance, the social and economic activities of the Brussels Treaty. There is every reason why European Governments should not set up any more independent committees, as they have done, such as those to consider agriculture and transport. Strasbourg ought to be the framework for all European activities other than defence, in the same way as the United Nations focuses world problems. There is no clash between the United Nations and the Council of Europe because the Council is registered under the Charter of the U.N.O. as a 'regional arrangement' covering Europe, and is, therefore, a part of the whole.

WHY BRITAIN SHOULD SUPPORT THE COUNCIL OF EUROPE

We now come to the question of what ought to be the attitude of the British to this Council of Europe. I can think of three good reasons for supporting it. First of all there are the political activities at Strasbourg which are bound to increase with time. If continental Prime Ministers and Foreign Ministers can go there and expound their countries' points of view, can we afford to do anything less ourselves? In any case, it is first-class experience for our Members of Parliament to meet their opposite numbers from 14 other countries, not only in debate in the Chamber at Strasbourg, but also unofficially in the large members' bar, which has a number of tables with many chairs which are so conducive to forming groups round them.

Secondly, I think that Strasbourg will increasingly be an organization whose services will be looked to for settling European disputes. The Council has done a

wonderful piece of work already in connection with the Saar dispute which was referred to it in June of last year. Although that Saar dispute is not yet settled, I think there is every chance that the recommendation of the Council of Europe that the Saar territory should become the first European territory is the most likely solution. We also have to be prepared for the question of the sovereignty of Cyprus being raised against us in the Council of Europe.

Thirdly, there is the question of what will happen in the future on the continent of Europe. Sooner or later a group or *bloc* of Powers is bound to be formed, because these countries will not go on for ever dying on their feet and counting for less and less. We may, or may not, be able to join that group on account of our Commonwealth commitments, but surely it is a matter of life and death to us to be associated with it on terms of utmost co-operation and cordiality. There can equally be little doubt that, as one of the founder States of the Council of Europe, we are very well placed to any *bloc* which may emerge from it.

Then, finally, there is the matter of our European heritage, and we cannot go back on that, because in all the things that count for most in this world—the general standards of life, of education, things of the mind, and spiritual values—Europe is still supreme, and the civilization of Europe is still the civilization of the world. I think that Europe will continue to count as one of the great world factors so long as we decide to stick together. We have not found the right answer yet to European unity, but I do suggest that it is our duty to play our part, which must be a major part because we are the biggest member, in finding the right answer to this question of European unity.

It is pleasant at Strasbourg to see British Members of Parliament of all parties, with every session which they attend, speaking less and less as party politicians and beginning to talk more and more as European statesmen, facing, together with colleagues from 14 other countries, problems which are common to us all. That, I venture to suggest, is an attitude of mind which we can all afford to learn. It is by studying our neighbours and what goes on in our name in the Council of Europe that we are most likely to learn it.

DISCUSSION

SIR RONALD ROSS: I was a delegate at the first two Assemblies of the Council of Europe and I have been most encouraged by what the lecturer has told us, because so much time was wasted at the first two Assemblies by people saying that they ought to govern Europe their way and occasionally throwing bricks at the Committee of Ministers, which was a popular sport at that time. Of course, no one will be governed by a body in which they have no confidence, and the main function of the Assembly, as it seemed to me, was to build up confidence which, I gather from the lecturer, is what appears to be happening.

They seem to have done several useful things in a minor key, which I think is the appropriate key in which they should play their tune.

I should like to know whether the Council still contains the 'ferocious federalists' who, from time to time, start debates on the line that they should govern Europe, or whether that has died away. It seems from what the lecturer has said that it has rather died away.

The Council of Europe is certainly not well reported at the present time. The daily Press seem to have lost interest. They had an interest when I was in Strasbourg as a delegate; not because I was there, although I did start the first row; but at the present

time there seems to be a lack of interest and many of the things which the lecturer has told us I did not know, although I follow the affairs of the Council as well as I can in the popular Press.

I should like to congratulate the Council, through the lecturer, on having turned its energies to such admirable ends.

THE LECTURER: I think the answer is that there are still 'ferocious federalists,' but they keep a great deal quieter because this was thrashed out very fully, and I think it is recognized on all sides that the chance of European federation will have to be postponed, at all events, until the Ides of March. In the meantime, I think they are right in getting down to practical business, not on too large a scale and not always too ambitious, and in letting the Council grow in its own way and in its own time. I think that the Chinese are right when they say, "softly, softly, catchee monkey."

A colleague of mine in the Foreign Office said: "You know, people keep on asking for results, but surely the greatest achievement of all is that we are all friends, thinking and planning together, which must amount to far more than having any number of paper pacts."

The other interesting point raised concerned Press reporting. I have seen journalists at Strasbourg writing long reports and sending them by telephone to their London offices, and I have expected to see a column or a column and a half in the following day's papers. On examining the papers, however, I have found only a few lines, because their reports were strangled by some more sensational news item. That is bound to happen, because the papers are not in existence entirely for the benefit of our souls, but also for profit. They have to sell the papers and to put in what is considered to be 'news,' and that works against organizations such as the Council of Europe. Reporters are sent out to the various sessions and report faithfully the day-to-day activities, but unless there is a continuity of background to show what is happening, the actual day-to-day report makes dull reading. What is really wanted is a weekly journal to sum up the proceedings of the Council and to show all the trends and so forth.

CAPTAIN G. M. AUDLAND: I should like to know what is the system of election of our delegates to the Council of Europe. I believe they are selected by the various parties in this Country and that the same delegates are sent to Strasbourg as long as a Government is in office. There is in Strasbourg a European spirit which is rather idealistic, and if a delegate continues to attend he tends to become more idealistic. The Members of Parliament who attend from this Country give a false impression of the extent to which this Country is European-minded, and the large number who do not go have no opportunity of finding out what is going on at Strasbourg.

THE LECTURER: The election of delegates is really the job of the Parliaments themselves, and in this Country it is the parties who select their members. As to whom they select, that is, of course, left to the discretion of the party concerned. There are certain people, such as Sir Robert Boothby, who have been to Strasbourg many times, but on the whole I should have said that they stick fairly closely to the system, which is to elect different people each year. The usual thing is to elect a Member of Parliament for one session, i.e. for one year. The Council of Europe sits for 30 days in each year and they may divide the session into two (or more) meetings—e.g. May and September—in which case the same Member of Parliament will go out for both meetings. He may well be elected a member of a committee, of which there are six major ones, so that in between he may have to fit in committee meetings, either in Strasbourg or some European capital.

LIEUT.-COLONEL CLIVE GARCIA: Is 'elect' the right word to use when speaking of how delegates to the Council of Europe are chosen? Is not the British quota just distributed between parties according to party strength and then appointed by the Government and the executive authority of the Socialist and Liberal parties respectively?

THE LECTURER: The Government decides how Parliament is to be fairly represented—at present by nine Conservatives, eight Socialists, and one Liberal—and it is for the parties to elect those nine Conservatives, eight Socialists, and one Liberal.

LIEUT.-COLONEL CLIVE GARCIA: Is the word 'elect' or 'appoint'? Does the Government appoint the Conservative members or is an election involved?

THE LECTURER: I am afraid I do not know the exact formula, but it is done by the parties concerned, and I rather think that it is the Whips who decide who is to go.

THE CHAIRMAN: I feel that it is a wonderful thing that we have somebody like the lecturer, who tells me he is talking on this subject several days every week, going round and telling people exactly what is happening, because I entirely agree that there is a shortage of information coming back to this Country, not only about the Council of Europe but also, in my limited experience, in regard to some affairs in the United States. It is extraordinary how little information about other countries seems to get round to the general public. It was one of the things when stationed abroad that one felt very much, and it applies, of course, to all countries.

However, if Mr. Woolrych goes round and lectures several times a week, at any rate somebody is learning in an extremely clear and concise form exactly what does happen in the Council of Europe and the way in which it works. I am sure that you would like me to thank Mr. Woolrych very much indeed for his very clear, concise, and interesting lecture. (*Applause.*)

CRIMEAN RETROSPECT

By MAJOR E. W. SHEPPARD, O.B.E., M.C.

THE Crimean War, the centenary of which falls this year, has become associated in the popular mind with inefficient generalship, administrative incompetence, unprecedented losses, and insignificant political results. This picture, reproduced by practically every historian, is completely misleading. The campaign was, in fact, one of the most remarkable examples in history of the ability of an army based on sea power to strike at a weak point of a stronger enemy and inflict on him heavy losses and humiliating defeats. The sufferings and losses of our troops were not unusually heavy; the generalship and administration were rather better than might have been expected with the pitifully inadequate resources at their disposal; the campaign fully accomplished its intended purpose; and its political results were unusually satisfactory and enduring.

What was really new about the Crimean War was that for the first time in our history the British public was informed by the vivid pen of *The Times* correspondent, William Howard Russell, of the deeds and sufferings of their soldiers in war. Hence it got the impression that these sufferings had been unusually great. In fact, our Crimean casualties were much less high than in many of our previous campaigns, as a few examples will show. In the Autumn of 1759, Wolfe with 8,500 men captured Quebec; six months later, when the French launched a counter offensive to retake it, Murray, his successor, could only muster 2,500 men for its defence. Of Grey's force of 7,000 men sent out in 1794 to capture the French West Indian islands, less than 2,000 were left by the end of the year. The expedition under Campbell sent to Burma in 1824 included 4,500 British troops, and of these 3,700 perished during the three years' campaign. Compared with these figures, our losses in the Crimea, 22,000 out of a total of some 75,000 troops sent out to the theatre of war, must be considered moderate. They will appear even more so in relation to the casualties of the Russians, of whom 150,000 fell in battle, and no fewer than 350,000 died of disease, starvation, and exhaustion in traversing the trackless and shelterless wastes of Southern Russia on the way to Sebastopol, the Black Sea naval base which the Allies had selected as their objective for the campaign.

The operations were, indeed, opened unduly late in the campaigning season, but there was a good chance that the fortress, which was quite unprepared for defence, might have been quickly captured; indeed, it almost certainly would have been, but for two strokes of fortune. A lightly equipped Allied force of some 57,000 men was successfully landed by surprise north of Sebastopol, and easily defeated the Russian field army in a position behind the Alma River, which was more formidable in appearance than in reality, and much too extensive for its defenders to hold in strength. Had this victory been followed by a direct assault on Sebastopol from the north, it must have fallen; but the French commander, St. Arnaud, a sick man on the point of death, preferred to march round and attack it from the south, and Raglan, anxious above all to preserve concord with his colleague, accepted this plan. The Russian field troops were thus given time to escape from the city before the siege was begun. Todleben, the engineer left in charge of the defence, was a soldier of rare talent, who by his energy and skill rapidly converted a weak fortress unfit to stand assault into a very powerful stronghold which resisted all the Allied attacks for a year. Even so, it might well have fallen to the Allies by immediate assault had not the preparations

been wrecked by an explosion in the main French ammunition depot. Raglan and Canrobert, who had replaced the dead St. Arnaud, then realized that they were faced with a Winter campaign which neither of their Governments had foreseen, and for which their armies were in no way prepared.

Two attempts were made by the Russians to break the siege by attacks from outside. The first led to the action of Balaclava, the importance of which was absurdly magnified by reason of the gallant but mistaken charge of the Light Cavalry Brigade (in strength little more than a regiment) against the Russian main body in position. Its casualties, about 40 per cent. of its effectives, have, for some obscure reason, been much overstated by all the historians. Tennyson's line in his poem on the charge, "Someone had blundered" (which he cut out of the second and definitive edition of the poem), might more fittingly have been applied to the Russian commander who, with 25,000 men of all arms, allowed his advance on Balaclava, the British base, to be checked by a tiny force, most of it cavalry, which was outnumbered ten to one.

The second attempt to break the siege, a much more serious and dangerous one, led to the battle of Inkerman. This was fought in a fog, and each heavy Russian column which loomed into view was rushed at and brought to a standstill and finally hustled into retreat by every small body of Allied troops which was close enough at hand to catch sight of it. There was no scope for generalship. All the leaders could do was to feed the fight; and fortunately they had enough, but only just enough, troops to outlast their stubborn and persistent, but clumsy and unskilful, adversaries.

The Winter weather of 1854, which set in unexpectedly early, took a far heavier toll of the British troops than did the enemy. Everything was in short supply and, owing to the ravages of disease and frostbite, there were soon barely enough men left to do trench duty, and none to construct an all-weather road from the base at Balaclava to the army up on the high Chersonese plateau in front of the city. In the worst days of the Winter we had 11,000 men fit for duty and 14,000 in hospital. Even what food and clothing were available at Balaclava could not be got up to the front, and the troops had to shiver and starve all through the Winter, despite the grief and wrath of the people at home who read of their sufferings. The primary need was to establish the army's communications with its base, but though Britain had at this moment, in the navies who had built her canals and railways, the most efficient labour force in Europe, no one thought of utilizing it for this purpose; instead, reliance was placed on Turkish workers who fell sick and died so fast that the survivors were kept too busy burying their own dead to be of any use for work on the road. It was not till the Spring of 1855 that a road and railway up from Balaclava to the plateau were at last constructed. The supply problem was thus solved, and the troops got ample supplies of Winter clothing just when the weather turned too warm for them to need it.

Unhappily, our army was now but a shadow of its former self. It had lost most of its best officers and men and in replacement had got raw and half-trained recruits of poor quality. In the first unsuccessful assault on Sebastopol in June, and in the second and final one in October, the British failed to storm the Russian works in their front and suffered considerably in morale and reputation. With the fall of the fortress the Allied object was achieved, and by the terms of the Treaty of Paris Russia was forbidden to re-establish her base at Sebastopol or to keep a fleet in the Black Sea. She remained bound by these conditions for 15 years and, though both fleet and base were reconstructed after the French defeat in 1870, her warships have

even now not emerged from the Black Sea to make her a Mediterranean Sea Power on the flank of Western Europe's communications with India and the Far East. This is a less impermanent result than usually attends treaties of peace, even after the most successful of wars.

Indeed, when the French and British Governments assigned the destruction of Sebastopol and the Russian Black Sea fleet as the object of the campaign, they made, no doubt more by chance than by design, as wise a decision as they could have made. Had their forces been larger and better equipped, swift and complete success might well have been achieved. But 40 years of persistent neglect of the British Army by successive Governments had to be paid for, not, of course, by the politicians or the people, but, as always, by the unfortunate leaders and troops who had been their victims and now became their scapegoats. Most of the leaders were, as was inevitable, without experience of war, but on the whole they acquitted themselves well. Raglan was no heaven-born general, but no man was better fitted than he to establish and maintain the necessary good relations with his three very different and very difficult French colleagues. Moreover, in the true tradition of the British Army, he took upon himself full responsibility for the consequences of his political superiors' shortcomings and lack of foresight. The administrative services, which, as was usual in British wars, had perforce to operate on what the French call the "*Système D. . .*,"¹ performed their tasks to reasonable satisfaction after their first disastrous breakdown, which, however, was to be attributed as much to misfortune as to errors. The troops showed themselves gallant in fight and patient and courageous under suffering, and for the first time in our history, thanks to Russell's accomplished pen, their qualities and achievements received something like their due need of appreciation from their fellow-countrymen at home.

Indeed, considered in its proper light, the campaign in the Crimea, so far from being a dreary story of error and folly, was a remarkable military achievement, of a kind for which the British Army has always shown itself specially competent, and of which it has the right to be proud and in no way ashamed.

¹ "*Débrouillez-vous*" or "muddle through."

FIRST IN THE FIELD

By J. A. TERRAINE

"SO far as I am concerned, I never will state any fact which I think likely to be of service to the Russians . . . but I will ever endeavour to combine that reticence with a due regard to the fulfilment of my duties as special correspondent of *The Times*, and I hope to prove that the obligations are not incompatible with each other."

William Howard Russell is generally accepted as the first of the 'special correspondents' whose task is to report a war from the battlefield, not in the formal terms of official despatches to Ministers, but to the people; he was the precursor of an honourable line whom nowadays we take for granted. It is now 100 years—in February, 1854—since he left these shores to begin the work that made him famous. By November, the date of the above quotation, he was a chastened and wiser man, though still undaunted. After eight months in the field he was fully familiar with the dilemma that has beset every war-correspondent ever since—how to reconcile official secrecy with truthful reporting.

When Russell left England, neither he nor his employers nor the Government nor the military authorities understood at all what his function would prove to be, or what repercussions it would have. Everyone believed, in those happy, blindfold days, that victory would be swift and certain. A correspondent would have the honour and the pleasure of describing the speedy destruction of the tyrant's barbaric hordes by the heirs of Waterloo, whose old enemies were now Allies, somewhat to the confusion of the Commander-in-Chief, who persisted in referring to the enemy as 'the French'. There would be a little blood spilt, of course, but a lot of glory to make up for it. If these newspaper fellows wanted to go out and see it, and write it all down—why not? Even 60 years later a British Commander-in-Chief greeted a party of war-correspondents arriving at his headquarters with the words: "I think I understand fairly well what you gentlemen want. You want to get hold of little stories of heroism, and so forth, and write them up in a bright way to make good reading for Mary Ann in the kitchen, and the man in the street." And this officer was genuinely surprised at their indignation. Unfortunately, neither in his war, nor in the Crimea, did events permit of such simple and happy treatment.

Confusion was the hall-mark of the Crimean War, and Russell, faced to his own great astonishment with the spectacle of this confusion, automatically, because he was a real reporter, described what he saw. His troubles began almost immediately: "Scutari, May 15th.—I have just seen a copy of *The Times* . . . containing a report of a discussion in the House of Lords, in which the Duke of Newcastle, in the course of a reply to a question from the Earl of Ellenborough, denies repeatedly certain statements contained in my letter of the 10th April, respecting the arrangements, or rather non-arrangements, for the reception of our troops at Gallipoli. The statements in question were not put forward by me as counts of an indictment, they were made, in the discharge of my duty, as recitals of matters of fact. They are true in letter and in spirit, and, notwithstanding all that passed in that debate, I beg once more to reiterate them from beginning to end."

These were the first shots fired in a campaign that has not yet ended, and the first of the special correspondents made a stand as firm as any British square on a hard-fought field. Confusion and mismanagement were facts to be reported, whether

the authorities liked it or not. But this was only the first skirmish; the main battle was shortly to be joined from another quarter: "It has been said out here that the London journals have done great mischief by publishing for the information of the enemy, correct intelligence respecting our intended movements against them, by indicating the points to be attacked, and preparing the Russians to resist us."

The Army, as well as the Government, was beginning to find Russell's presence embarrassing.

When the Allied armies settled down in front of Sebastopol and entered, contrary to everyone's expectations, upon a protracted and disappointing period of siege-warfare, this charge was renewed even more vehemently. Russell and his fellow-correspondents found themselves in a quandary as awkward as that of the generals. They had all believed their military briefing "that the Allied forces were to reduce Sebastopol long ere the lines they penned could meet the expectant gaze of our fellow-countrymen at home, and they stated under that faith . . . that the operations of war . . . were undertaken with reference to certain points of position and with certain hope of results, the knowledge of which could not have proved of the smallest service to the enemy once they had been beaten out of their stronghold. Contrary to these hopes and inspirations, in direct opposition to our prophecies and to our belief, Sebastopol still holds out. . . ." Similar circumstances reproduced the same dilemma for Russell's successors between 1914-1918, 1939-1940, and during a great part of the Korean campaign. Siege warfare is much more difficult to report than a war of movement, because the lack of major incident lends a disproportionate significance to every minor incident. The correspondent, at his wit's end for something to write, writes at the Army's peril the only few hard facts available.

Yet it is not difficult to diagnose chagrin and small-mindedness in the accusations which were hurled at Russell and his fellow-correspondents by staff bureaucrats, who spoke of the "special treason of the newspapers in telling the Russians that their shot went so far and no farther, and that their fire did so much damage on such a day and so little upon another. Do these people know they are veritable Cossacks in disguise? Are they aware that they are only nominal enemies of the Czar? etc. etc." Fortunately for all concerned, then and later, in William Howard Russell the obscurantists had met their match. He rounded on them with a full broadside: "... these are the men who are the real allies of Nicholas, and these are the beings who are the emissaries of a brutal and ignorant despotism. They are full of mortal hate and study of revenge for imaginary injuries against all men who 'scribble for the Press', and they forget that by the pens of these scribblers they have been exalted from the condition of a helot soldiery into the state of a military oligarchy. Glad am I to say that the spirit manifested by such men is in direct antagonism and in discreditable contrast to the feelings evinced not only by their superiors in actual and in military rank, but by the vast and overwhelming majority of the officers of the British Army. . . ." And on this position Russell rested, relying on the broad common-sense with which he was so well endowed, on a clear conscience, and on the goodwill of the Army's best leaders.

It is astonishing, now, to see how much he got away with. He unhesitatingly set down the exact composition of the expeditionary forces, their precise order of sailing, and the detailed states of regiments as they arrived at the seat of war and at frequent intervals thereafter. Like Russell himself, the military censors had everything to learn about what should and should not be said. He described in full detail the conditions under which the Army fought—its first arrival at Gallipoli: "Will

it be credited that no instructions whatever were sent to the Consul to prepare for the reception of this force?"—the tedious, cholera-stricken period of waiting in Bulgaria: "Much cannot be expected as long as we remain what the wretched wags of the camp call 'an army of no occupation'." He was learning fast about a side of war which in those days was not much known, and which shocked and offended him to the very core of his common-sense nature. He saw Britain's best regiments sent on active service without any transport; he saw the sick exposed to wanton hardship and neglect; he saw fine upstanding soldiers and high-spirited officers stretched cold in a matter of hours by cholera before they had even seen an enemy; he saw the troops suffocating in tight uniforms and stocks at the whim of old-fashioned generals to whom the code of the Peninsula was sacred. He saw the French doing almost everything vastly better than we did, and he was disgusted. But when it came to strategy, to the actual prosecution of the war, he saw French generals as well as British groping in uncertainty and hesitation, while their once-fine armies deteriorated visibly, and this dismayed him most of all. But worse was to come.

The Winter of 1854 in the Crimea was one of the worst experiences through which any British Army has ever passed; indeed, it was only as a corporate body that the Army did pass through it—for an enormous number of individuals, this was the end. It all began with the hurricane of 14th November, a climatic freak which would have tested even the best organization. Let Russell describe it: "Mud—and nothing but mud—flying before the wind and drifting as though it were rain, covered the face of the earth . . . The sound of the rain, its heavy beating on the earth, had become gradually swallowed up by the noise of the rushing of the wind . . . As it passed we heard the snapping of tent-poles and the sharp crack of timber and canvas . . . The whole headquarters camp was beaten flat to the earth . . . The air was filled with blankets, hats, greatcoats, little coats, and even chairs and tables . . . Ambulance wagons were turned topsy-turvy . . . We hear that the hospital tents are all down . . . The wind . . . became much colder . . . then came a snowstorm . . . In the Light Division four men were 'starved to death' by the cold . . . Lord Cardigan was sick on board his yacht. . . ."

The hurricane was only the prelude: what followed, when the Crimean Winter clenched its grip on the wretched Army, has become almost a legend in our national story. To quote from Russell on this period is almost impossible, because every despatch he sent seems to be one long charge in the impeachment of mid-Victorian complacency and unpreparedness. Let two passages serve for all: on 25th November, when the ordeal had barely begun, he wrote, "It is now pouring rain—the skies are black as ink—the wind is howling over the staggering tents—the trenches are turned into dykes—in the tents the water is sometimes a foot deep—our men have not either warm or waterproof clothing—they are out for twelve hours at a time in the trenches—they are plunged into the miseries of a Winter campaign—and not a soul seems to care for their comfort, or even for their lives. These are hard truths, but the people of England must hear them." And as the misery drew to its end, Russell wrote, on 19th January, 1855, the obituary of the expeditionary force: "The generation of six months ago has passed away. . . ."

Nobody had ever presented its Army's affairs to the British people like this before. Nobody had ever told them, from day to day, in raw plain terms, what the Army endured on their behalf; many of them did not like it—" . . . people at home, who gloat over the horrors of Walcheren, and consider disaster the normal end of British expeditions, tell us it is 'croaking' to state the facts in such cases

as these . . ." But to a man of sense, such 'croaking' is plain duty, and duty does not stop there; Russell's practical, sensible mind was not satisfied with mere description. There were questions to be asked: "... what necessity is there for all the suffering . . . ?"—and answers to be found: "We are ruined by etiquette, and by 'Service' regulations. No one will take 'responsibility' upon himself if it were to save the lives of hundreds." This was plain talk indeed, and effective. Roused from their complacent apathy, the British Government and people set to work to find a remedy. Even the Army hierarchy woke up, and in the end, far too late for far too many, whose nameless graves dotted the plateau of the Chersonese, order came out of chaos, and Russell could even afford to make a wry joke of it all: "From hunger, unwholesome food, and comparative nakedness, the camp is plunged into a sea of abundance, filled with sheep and sheepskins, wooden huts, furs, comforters, mufflers, flannel shirts, tracts, soups, preserved meats, potted game, and spirits. Nay, it is even true that a store of Dalby's Carminative, of respirators, and of jujubes has been sent out to the troops. . . Where the jujubes came from I know not, but if things go on at this rate we may soon hear complaints that our Grenadiers have been left for several days without their Godfrey's Cordial and Soothing Syrup, and that the Dragoons have been shamefully ill-supplied with Daffy's Elixir."

The Winter of 1854, one of the darkest hours of the British Army, was the finest hour of William Howard Russell; the opportunity, which he firmly seized, to show the capabilities of his new profession. It is for this, above all, this rousing of the conscience of a nation, that he will always be remembered. But the first of the 'special correspondents' set high standards in other matters too. He was unhesitating, and altogether uninhibited, in his criticism of persons, no matter how exalted. Indeed, in this respect, his successors have largely failed to uphold his strict example. National prestige has become too closely identified with the personal prestige of the commander in office. Between 1914-1918, particularly, one feels that Russell would have made sad havoc of many reputations. When Lord Raglan died, and General Simpson succeeded him, Russell wrote that the new commander-in-chief was "destitute of those acquirements and personal characteristics which in Lord Raglan compensated for a certain apathy and marble calmness which admirers extolled as virtues."—a nice back-hander at both, and an example of how to prick two bubbles with one sentence. A more considered opinion of Raglan came when the withered state of the British Army made the personality of its general immensely important if our force was to be preserved from becoming a mere contingent in the Allied array: "There is no doubt that Lord Raglan did this. His rank, his high character, his manners, his superiority to petty jealousies, and his abstinence from petty intrigues, commanded the respect of even those who were disposed to question his capacity and energy."—a verdict which history has endorsed.

A war correspondent must have some military insight. Russell was not a military man, and he put forward his opinions on strategic and tactical matters with great and creditable diffidence. His accounts of actual battles are as confused as the battles themselves, which is not surprising in such immediate reports. It is not much use turning up Russell to find out what actually happened at the Alma or Inkerman. But in two significant matters he laid firm hold of the central truth. He was quick to see that unlimited trouble stemmed from the delay in assaulting Sebastopol, after the flank march from the Alma to Balaklava which brought the Allied Army round against an almost undefended face of the city. Having thus placed themselves in another good position for an immediate assault, the Allied generals then embarked upon a siege for which they were ill-prepared, and whose difficulties grew with every

wasted day. Russell never forgot, nor forgave, this strategic error. And when the assault was finally made, and the French won the Malakhoff with much panache, while the British, after a bitter struggle, were repulsed from the Redan, Russell saw the reason for this tactical failure also, and hammered it home in successive despatches: "... when our attack was made, the men had to run over the open space for upwards of 200 yards. Let anyone try to run such a distance over broken ground with a rifle and 50 rounds of ball cartridge, and see whether he will be in a good condition for hard fighting at the end of it. The French had just ten metres to run across." How prophetic that passage is of how many assaults in the 1914-1918 War! The other reason why the British assault failed was that our new, young soldiers were simply not up to the job. Russell saw that too, and did not hesitate to say it equally plainly: "Those whom the war has swallowed up have not been replaced by better men."

What else deserves notice? Russell admired the French deeply, and probably rather too much — a hallucination which also finds its echoes in 1914 and 1939. His regard for their organizational superiority blinded him to their faults. He did not realize how difficult the alliance was to conduct at top level, how many delays were due to the timidity and inadequacy of the early French commanders, frightened and bewildered by the novel hazards of direct telegraph communications with Paris and an emperor who fancied himself as a war-lord. This unawareness led him into some injustice towards Lord Raglan.

As the first in the field, Russell sowed a fine crop of journalistic clichés which we have been harvesting ever since; "gallant Allies" and "barbarous foes" are just two of them. But the passion of his feelings was usually capable of surmounting these and other weaknesses of style. He was a great battler against all injustice, the champion of the unmentioned, unrewarded, unpromoted heroes, of the ill-used Naval Brigade, of the Engineer officer who was passed over after 100 tours of duty in the trenches, of anyone who was legitimately wronged by a frigid and detestable military formalism. He was the enemy of inefficiency, red tape, callousness, and waste. He felt acutely that these things were an insult to the high intentions, intelligence, and practical competence of the British people. His duty, as he saw it, was to the British public above all; later he saw that he had a duty to the Army too—the public had the right to be informed about the transactions of its Army, but the Army, equally, deserved that the true nature of its sufferings and achievements should be known. Russell, in the fulfilment of this double duty, played his part in the development of our democracy: he founded the institution through which, in war, the people who pay the pipers are enabled to keep their eyes on the musicians, even if they cannot call the tune. They can at least follow it with the score. This was a most valuable step forward. The more technical and secretive public affairs become, the more we need our Russells. One Department of Government, at any rate, was never again the secret society, exempt from democratic supervision, that it had been before. We must regard Russell as an important instigator of the slow but sweeping reforms which transformed the Army during the next 50 years.

As a great journalist, and a notable forerunner, William Howard Russell may be permitted to write his own last paragraph for us. Let this be it... "I seem to have been honoured by a good deal of abuse from some... at home for telling the truth. I really would put on my Claude Lorraine glass, if I could. I would, if I could, clothe skeletons with flesh, breathe life into the occupants of the charnel-house, subvert the succession of the seasons, and restore the legions which have been lost; but I

cannot tell lies to 'make things pleasant'. Any statements I have made, I have chapter and book, and verse, and witness for. Many, very many, that I have *not* made, I could prove to be true with equal ease; and I could make public, if the public interest required it. There is not a single man in this camp who could put his hand on his heart and declare he believed that one single casualty had been caused to us by information communicated to the enemy by me or any other newspaper correspondent. The only thing the partisans of misrule can allege is, that we don't 'make things pleasant' to the authorities, and that, amid the filth and starvation and deadly stagnation of the camp, we did not go about 'babbling of green fields', of present abundance, and prospects of victory."

THE FIRST CATERING OFFICER

By LIEUT.-COLONEL M. E. S. LAWS, O.B.E., M.C., F.R.HIST.S.

WHEN just a century ago a British Expeditionary Force was sent to the eastern Mediterranean and eventually to the Crimea, its administrative system was virtually the same as that of Wellington's Peninsular Army. In many respects, indeed, it was vastly less efficient, for after Waterloo the demand for national economy had led to drastic reductions, and such units as the Royal Waggon Train and the Staff Corps had disappeared. The Army of 1854 was, in fact, merely a collection of regiments, and its administrative services had to be improvised on the outbreak of war.

Accordingly the Treasury, which was responsible for commissariat arrangements, despatched to the theatre of war a number of civilian commissaries, whose duty it was to arrange local contracts for the supply of food, forage, and fuel to the troops. A few of these unfortunate officials had some understanding of arrangements for the supply by contract to troops in barracks in England, but others had not even this limited experience to assist them. Inevitably, difficulties accumulated; forage could not be procured locally and had to be sent from England; pack transport animals were hard to find and even harder to feed when found; vegetables were of poor quality; and hospital equipment was quite inadequate.

The climax came during the terrible Crimean Winter of 1854-55, when hundreds of men died from exhaustion, exposure, and starvation. The British public, which had cheerfully acquiesced in the systematic neglect of the Army for 40 years, was moved to righteous wrath by the Press reports of this administrative collapse and demanded immediate action to rectify matters.

One of those who read *The Times'* reports of the horrors in the Crimea was a Frenchman named Alexis Benoit Soyer, who had acquired a considerable reputation as a *chef de cuisine*. Born in 1809, Monsieur Soyer had served a long apprenticeship in France and had come to England in 1831 to serve successively in the households of the Duke of Cambridge, the Duke of Sutherland, and the Marquis of Waterford. In 1837, he assumed charge of the kitchen of the Reform Club, where his Coronation breakfast for 2,000 guests was one of the sensations of the day. Monsieur Soyer was so shocked by the details of the hardships suffered by the Army that he wrote to *The Times* offering to go to the Crimea at his own expense to advise on measures to be taken to improve the standard of feeding of the troops.

Within a few days M. Soyer was received by Lord Panmure, Secretary of State for War, who doubtless recalled that the enterprising Frenchman had rendered notable service to the Country in 1847, when he went to Dublin during the Irish famine and organized a soup and meat kitchen to feed the starving poor. On that occasion he had shown considerable administrative ability as well as culinary skill, for the cost of the soup kitchen had been reduced by 50 per cent. without loss of efficiency. M. Soyer's generous offer of his services in the Crimea was therefore accepted, and within 14 days he had sailed for Scutari.

Before leaving London, M. Soyer explained to the authorities his conviction that much of the ill health of the troops was due to unsatisfactory cooking arrangements, and he therefore proposed to introduce a portable field stove, a model of which he produced. He insisted also on 12 of these contrivances being made in time to accompany him to the Crimea and, thus equipped, he set sail with the full backing of the Horse Guards.

M. Soyer's first duty was to examine the hospital arrangements at Scutari and he found conditions in the Barrack Hospital deplorable. The provisions supplied by local contractors were of poor quality and the cooking arrangements inadequate and wasteful of fuel. He was, however, able to effect a number of improvements and left detailed instructions for the introduction to the diet sheet of such entirely novel items as beef tea, essence of beef tea, mutton and veal tea, toast and water, batter puddings, and lemonade.

After a short stay at Scutari, M. Soyer took passage with Miss Florence Nightingale on board the transport *Robert Lowe*, carrying 400 troops "besides 1st and 2nd class passengers" to Balaclava. On arrival, he was received by the Commander-in-Chief and the Principal Medical Officer and was given full facilities to make his investigations. He found that the meat ration, very heavily salted, was issued to the troops for consumption the same day, thereby allowing insufficient time to soak the meat before it was cooked. Moreover, as there were no tubs in which the meat could be soaked in large quantities and the canteen pots, in which eight men's rations were cooked, held only 12 pints of water, the heavily salted meat was boiled in very little fluid so that it was impossible to get rid of the brine. Similarly, three days' rations of dry vegetables and condiments were issued in bulk and were therefore often wastefully used, while the dry vegetables were seldom given enough water before cooking. In most units there was no centralized cooking. It was usually done by companies, but often it was left to small groups of soldiers, or even to individual men, to arrange their own cooking.

The actual cooking technique was also unsatisfactory. When company cook-houses were formed, a fire fed with large logs was placed in a shallow trench one foot deep and six feet long, covered with the iron hoops from barrels. With such a field kitchen there was great waste of fuel and it was impossible to regulate the heat, so that much of the food was eaten half raw.

Having visited a number of regiments and decided where the trouble lay, M. Soyer arranged a cookery demonstration which was attended by 1,000 officers, including both the British and French Commanders-in-Chief. He set up his 12 field stoves made of malleable iron and indicated their essential characteristics—the ability to regulate the heat by use of a valve near the furnace door, the arrangement of the interior grating to limit the waste of fuel, and the airtight lid to prevent evaporation. He showed how they could be easily fitted for baking, roasting, or steaming, and demonstrated the preparation of such dishes as boiled beef or pork, Irish stew and ragouts, as well as tea, coffee, and cocoa. Lastly, he showed that the field stove weighed only five hundredweight and could be taken to pieces for transportation. The stoves could be used in barracks, hospitals, or in standing camps.

The reaction of the audience to this, probably the first, organized cookery demonstration arranged for the British Army, has not been recorded, though it appears to have been generally favourable. But M. Soyer had another argument in reserve, which he rightly calculated would carry great weight with officialdom in London. He pointed out that his stove consumed 12 to 15 lb. of fuel, so that a full battalion of 1,000 men would be fed from 20 stoves for the expenditure of 300 lb. of fuel, whereas the daily allowance per man was three and a half, or 3,500 lb. for the battalion. The provision of 20 stoves would therefore result in a daily saving of 3,200 lb. of fuel per 1,000 men.

Before leaving the Crimea, M. Soyer drew up a number of receipts in admirably clear and simple language. The instructions for cooking what was officially termed

'Soyer's Army Soup' deserve to be recorded, for this disarming title concealed the traditional Army stew which has been a feature of British military life for so many years. Here is the original receipt for 50 men.

H.Qs., 12 May, 1856.

SOYER'S ARMY SOUP

1. Put into the boiler 60 pints, 7½ gallons, or 5½ camp kettles of water.
2. Add to it 50 lb. of meat, either beef or mutton.
3. (Add) the rations of preserved or fresh vegetables.
4. (Add) ten small tablespoonfuls of salt.
5. Simmer three hours and serve.

P.S.—When rice is issued, put it in when boiling. Three pounds will be sufficient. About 8 lb. of fresh vegetables or four squares from a cake of preserved vegetables. A tablespoonful of pepper, if handy. Skim off the fat, which when cold, is an excellent substitute for butter.

M. Soyer drew up equally concise written instructions for a number of other dishes which he considered could be served within the somewhat restricted limits imposed by the ration scale. Besides plain Irish stew, French beef soup, salt pork with mashed peas, stewed fresh beef and rice, herring à la Rob Roy, curried fish, St. Patrick soup, and 'the poor man's potato pie', there were receipts for the non-committal 'Soyer's food' and the sinister 'Soyer's universal devil mixture.' He even added notes on how to make tea, coffee, and cocoa, though whether present-day cooks would consider seven and a half ounces of coffee to 10 pints of water a suitable proportion is very doubtful. To complete his programme, M. Soyer added a series of simple receipts for the use of small detachments on outpost duty where no field stoves were available.

Having completed his tour of the Crimea, M. Soyer returned to England where his advice was sought by the War Office on the construction of a model kitchen in Wellington Barracks. He also assisted in drawing up a dietary for emigrants. On 19th May, 1858, he lectured on military dietetics to the Royal United Service Institution and introduced various suggestions for improving the feeding of European troops in India. He died at St. John's Wood on 5th August of that same year and was buried at Kensal Rise. His total estate amounted to £1,500.

Quite apart from the immediate benefits derived directly from M. Soyer's reforms, the British Army owes much to this able Frenchman, for it was he who first directed the attention of the military authorities to the whole subject of the soldier's diet. Perhaps his most lasting memorial is the cooking stove which bears his name and which still continues to give yeoman service after almost a century.

THE SALVING OF H.M.S. HOWE

By ADMIRAL ROBERT N. BAX, C.B.

CONSIDERING the appliances that were available some 60 years ago, the salving of H.M.S. *Howe* from the Pereiro Reef at the entrance to Ferrol Harbour in 1893 will bear comparison with any operations on stranded and sunken vessels in modern times. As there was no loss of life, the stranding of this battleship did not attract a great amount of attention, and the tragedy of the *Victoria*, with its heavy loss of life, shortly before the salvage operations on the *Howe* were accomplished, completely overshadowed the *Howe* incident. She was one of the "Admiral" class of battleships of 10,000 tons displacement, completed in 1889 and armed with four 13.5-inch 67-ton guns and six 6-inch B.L. guns.

The magnificent sheet of water on which the town and dockyard of Ferrol are situated is entered through a somewhat tortuous channel two miles long and one-half to three-quarters of a mile wide, with this dangerous shoal off Bispon point on the north side at its inner end. The tidal currents run very strong, especially at springs.

On the afternoon of 2nd November, 1892, the Channel Fleet, led by the *Royal Sovereign*, flagship of Admiral Sir Henry Fairfax, was entering the harbour, the fleet being at open order, i.e. at double the usual intervals, on account of the intricate navigation. The *Howe* was following next astern of the flagship when, at 11.20, she ran on the Pereiro Reef. The captain went full speed ahead, hoping it was a mudbank and that he might pull over it, but unfortunately it was a reef of sharp granite rocks and big holes were torn in her bottom which prevented all chance of her coming off at high water. The tide was running so strongly that the *Immortalité*, who followed the *Howe*, narrowly escaped sharing her fate.

In the *Howe* all precautions were at once taken. Watertight doors, ports, and deadlights were closed, pumps were rigged, the boom boats hoisted out, and as she was heeling over to port the barbette guns were trained on the starboard beam. But the water gained so rapidly in the stokeholds that there was no time to do more before the fires were put out. By five minutes past twelve all hope of getting her off at high tide was abandoned, and a quarter of an hour later the other battleships each sent a bower anchor with a shackle of cable and a wire hawser to secure her in position. Working parties were organized from each ship to work in watches throughout the night, lightening the ship. All small guns were hoisted out into lighters which had been borrowed from the dockyard, and the men's bags and hammocks were loaded into an old gunboat. When the tide was out, the after provision rooms were pumped out and the stores got out of them.

The *Howe* had settled down considerably by the bow and at first had a big list to port. Divers had been down during the afternoon and they reported a rock under the port waist gangway penetrating the bottom about two feet below the bilge keel. During the night, the ship righted herself and began to list over to starboard. By ten minutes past two she had gone over so far that the lighters had to be cleared away, and a quarter of an hour later all the boats of the squadron were sent to her as she appeared to be sinking. The officers and men were taken off, but as the ship did not go over any further, but remained at an angle of 17 degrees, the work of lightening her was recommenced next morning. The 6-inch guns and mountings were removed, the main topmast and yards were sent down, and the derrick was unshipped and sent to the dockyard. As the muzzles of the two foremost 13.5-inch guns were under

water at high tide, the breech blocks were removed and the guns tallowed and plugged at each end. Besides the heavy list to starboard, the ship was pivoting on a big rock under the after barrette, and was consequently very much down by the bow. The forecastle was partially covered even at low water; at high water, part of the starboard side of the upper deck was covered and more than half the mess deck, but the quarter deck was almost dry.

Rear-Admiral Seymour, in the *Anson*, with a few ships under him, remained in charge of the operations when the fleet left. Salvage was undertaken by the Neptune Company, a Norwegian firm. By the time the first salvage steamer, the *Belos*, arrived, 650 tons of gear and stores had been removed.

The *Belos* arrived on 9th November, and immediately sent divers down who reported that several large rocks would have to be blasted away before they could plank over the holes which extended almost completely through the stokeholds and engine rooms, the height of the rocks being from two to nine feet. This was on the port side alone. They were unable to examine the starboard side on account of the heavy list. In some places in the after stokehold and engine room, the rocks had gone through the bottom and broken off inside, while before and abaft the stokeholds and engine room, the plates had been forced apart and torn.

The next day the *Belos* went alongside the port side. She placed a pump on the port side of the forecastle and a big wooden cofferdam was built around the fore hatch, the hoses being led down through this to the capstan engine flat. On the 12th, the salvage ship *Hermes* arrived and went alongside the starboard side, and on the 29th, the small store ship *Eol* arrived and secured alongside the *Belos*. These ships arranged eight portable pumps on board the *Howe*, five suction and three centrifugal, capable of discharging 3,150 tons per hour in all. In addition to these, there were two fixed pumps, one in the *Hermes* and one in the *Belos*, each capable of discharging 3,000 tons per hour, these latter pumped from the stokeholds. All the suction pumps were Tangye Special, the hoses of india-rubber with a lining of copper wire four and one-half inches in diameter, and in lengths of 30, 40, and 50 feet.

Shortly before raising her, and until the *Howe* got into dock, her own centrifugal pumps were supplied with steam by two boilers placed on the upper deck, until the water became low enough to allow the ship to use her own boilers.

The divers began the arduous work of blasting the rocks on 14th November. They had to drill holes in the rock, one holding the drill in position while the other struck it with a hammer. When the hole was deep enough a small dynamite charge was placed in it and fired from on deck by electricity. A machine drill was afterwards sent out from England, but they found it of very little use for that kind of work and nearly all the blasting was finished by the time it arrived. This work took until the middle of January; the work of planking over the holes now remained to be done.

The divers made moulds to the indentations in the bottom, from which solid frames were made on deck out of pitch pine logs 14 inches square, cut to shape. Holes were bored in them through which long screw bolts were passed. The bolts could work up and down a long iron toggle plate with a slot cut out of it. The bolts had fixed heads so that they could be moved up and down the slots, the heads preventing them from coming through, and on the other end of the bolt was a screw thread for a nut. The screwed end was passed through the hole in the frame and the nut screwed on.

The frames were weighted so that they would just sink, and when they were down far enough the divers took off sufficient weights to allow the frames to rise slowly, guided them into the required position, fixed the toggle plate in the hole, screwed the nut up so as to keep the frame in position, and then removed all the weights. The frames were placed about four feet apart and then 3-inch deal boards were nailed over them. Before these deals were down, grooves were made all along the edges by a blunt chisel and hammer thus compressing the wood. The rest of the edges were then planed down flush with the grooves. The deals were nailed as close together as possible so that as the wood got sodden the compressed edge swelled and made a watertight joint. Over this a sheet of canvas was nailed with a foot margin all round the edge. Cracks and small holes where the rivets had been drawn through were wedged and caulked.

The port side having been made practically watertight, pumping was started on 2nd February, and the parties told off for salving went down to their stations in case the starboard side, which they had not yet been able to examine, had only been slightly damaged and the pumping took effect. However, there was no result in the stokeholds and engine rooms, though she was kept dry forward and aft. In spite of this the pumping was continued for a week in the hope that the holes might become choked by seaweed etc., being drawn into them, but this did not occur and it was obvious that more weight must be removed before the starboard side could be examined. There was a large amount of water lodging on the spar, mess, and armoured decks and it was thought dangerous to lighten her any more before this had been removed. Cofferdams were therefore built up around all hatches and openings through which it was necessary to lead hoses down into the ship. The water was then pumped off these decks after which she was pumped out again forward and aft, and more coal and ammunition were removed.

She first began to right and lift by the bow with the high tide on 12th February and continued to rise more and more as the water was removed from her decks, usually going back to about 17 degrees of list as the tide went out. This enabled the divers to examine the starboard side at high water, commencing forward and gradually working aft as the ship lifted more and more. The small holes and cracks were blocked with wedges, deal ends, bass mats, and bags of oakum, collision mats being hauled down and placed over the big ones. These mats were further secured by having chains passed around them under the keel and wedged, after which boards were put between the chains and the mats. This took a long time, as mats could only be placed at high water and one at a time, seven of them being required altogether. It was due greatly to these collision mats, supplied by the three ships present, that the *Howe* was got off.

As the ship righted, chocks of wood were put under her starboard side to try and prevent her going back on fresh rocks but the great weight of the ship sheared them all except half a dozen aft, which did some good. The worst damage was under, and close abaft, the after barrette and as she was resting there heavily it was very difficult to lighten her sufficiently to lift her from the rocks. But at last she was raised enough to get a collision mat over the hole, and then the ship could practically float.

The pumps were started again on 4th March at 7-30 a.m., and the water was reduced about one foot. On 7th March, she lifted six feet forward and improved daily as the collision mats were placed until, on March 20th, she righted up to two degrees, the water being reduced in all the stokeholds. But still no impression was made in the engine rooms. The next day, the tug *Seahorse* anchored off the port bow

and lay with banked fires ready to tow at short notice. It was thought possible that she might come off on the evening of the 22nd, and salving parties were sent. But nothing happened on that day, or on the next three, though parties were kept standing by. On the morning of the 28th, parties went down and hove in on the anchors, but the ship did not move until a further attempt just after midnight. Then she moved a little, and when the tide went down a fresh rock pierced the spirit room and forced a stanchion up nearly through the bottom of the steering engine flat. This threw the steering gear slightly out of line. A cofferdam was built over the hole before 11-30 a.m., when the next attempt was made. This time she moved to some smoother rocks but did not come off. At last, on the 30th, she was moved clear of the rocks by means of the anchors, the *Seahorse* started towing, and as the hawsers were let go the tide swung her out into the middle of the channel. The salvage steamers had shortened in and weighed as she was hove off by the anchors and went ahead with their engines when the *Seahorse* began to tow. Just before she came off some water had been run forward thus tipping her stern still higher off the rocks. She was successfully towed to moorings in Serantes Cove, being cheered by each ship as she passed. She came off with a mean draught of 30½ feet, or about two and one-half feet more than when she struck.

While at her moorings in the cove, all was kept ready to beach her in shallow water in case she began to sink, and preparations were made for docking. In order to enter the dock she had to be brought to a mean draft of 25 feet. To make the collision mats more watertight, pads were made to put over them, consisting of planks laid fore and aft with a layer of canvas over them and then held together by another layer of planks at right angles. These latter were in short lengths to allow for the bend to the bilge and keel of the ship. The intervals were held together by thin iron bands, bass mats were rolled up and put all round the inside edge of the planking, and a margin of canvas left all round to turn back and nail over the roll of mats, thus making a cushion all round. The planks were weighted and guided into their place similarly to the planking on the other side, and all was held in position by chains under the ship's bottom.

Meanwhile working parties cleaned the ship, all sodden wood-work was taken down, and all beams and bulkheads scraped and whitewashed. Where there were bad smells the working parties were allowed to smoke, and just before moving into the basin the barbette guns were trained amidships and laid horizontal with their own machinery. On the 10th April, one of her own boilers was lit up for working her pumps, and on the 13th she was towed into the basin.

Owing to silting up in the basin, it had been necessary to dredge a passage from her berth to the dock entrance, and even while at her berth it was feared that she would tear off some of the pads, as her stern was on the bottom at low water, but the bottom being soft mud no harm was done. She had three boilers going for working her own pumps and she was further lightened by the removal of more small weights and coal.

At the top of the spring tide on 17th April, she was warped into dock along the dredged channel, a somewhat tricky business as there was a sharp turn at the dock entrance and only two feet to spare on either side, but it was accomplished successfully.

The work of the divers, in which naval ratings participated, was most creditable, being carried out in difficult and dangerous conditions both under the ship in the very strong tideway and often in very cramped positions, and also in the damaged

spaces inside. Luckily there were no serious casualties, though one of the naval divers did get jammed head down in a hatchway and was with difficulty extricated before his helmet got completely flooded with the water which leaked in.

Steel plates and all necessary material was sent out from England and dockyard labour was supplied by the Spanish authorities, whose workmen made a very good job of the temporary repairs. She made the voyage home to Chatham under her own steam and was in commission again in the Mediterranean by the New Year, 1894.

From the Captain-General down, the Spanish people were most kind and helpful, and did all in their power to make the stay of the ships' companies in Ferrol a pleasant one.

THE STANDING GROUP, NORTH ATLANTIC TREATY ORGANIZATION

By LIEUT.-COLONEL C. T. HONEYBOURNE, O.B.E., ROYAL SIGNALS

NA.T.O. publicity has understandably tended to concentrate on the personalities and work of the Supreme Commanders, and little is heard of the Standing Group, which is the permanent military headquarters of the N.A.T.O. The aim of this article is to explain the organization and working of the Standing Group so that the value of this important military body may be better appreciated.

THE HIGHER ORGANIZATION OF THE N.A.T.O.

The senior body of the Alliance is the North Atlantic Council, which sits permanently in Paris. Each of the nations is represented on the council by an ambassador, and on special occasions, usually twice a year, by a Minister. The Council is in effect an international cabinet responsible for political direction to all N.A.T.O. subordinate bodies. These include the following purely military bodies:—the Military Committee, the Standing Group, and the Military Representatives' Committee.

The senior military body is the Military Committee. It consists of one military representative of the Chiefs of Staff of each N.A.T.O. nation, except that Iceland, having no military establishment, is represented by a civilian. It normally convenes, just prior to a ministerial meeting of the Council.

The planning and control of the military side of the N.A.T.O. is a continuous and sometimes urgent process. It follows, therefore, that, since the Military Committee cannot be in continuous session, some permanent body to act as its executive agent is required. This requirement is filled by the Standing Group.

The Standing Group consists of representatives of France, the U.K., and the U.S.A. It is located in Washington and the members at present are Lieut.-General Jean Valluy (France), General Sir John Whiteley (U.K.), and General J. Lawton Collins (U.S.A.). The Standing Group, acting in the name of the Military Committee (when the Military Committee is not itself in session), is the senior N.A.T.O. military planning agency. It exercises higher strategic direction over N.A.T.O. forces and provides military advice to the Council. Its actions reflect the national views of its three members, reconciled and integrated through negotiations carried out within the Standing Group.

In order to provide day-to-day military advice to the Council, the Standing Group maintains a liaison officer and staff in Paris. This liaison officer and his staff are purely international in character and are subject to guidance only from the Standing Group and Military Representatives' Committee.

A full consideration of many N.A.T.O. military problems requires the views of some or all of the member nations not represented on the Standing Group. To secure these views promptly, and to secure the approval of 14 nations to the matters beyond Standing Group authority, are the primary purposes of the Military Representatives' Committee, which is also located in Washington. The membership of the Military Representatives' Committee consists of the Standing Group members and one military representative from each of the remaining N.A.T.O. nations except Iceland. The Standing Group acts as steering and executive agency for this Committee and also provides the Chairman.

The question may well be asked: "Why have this cumbersome organization and why not leave matters in the hands of the Supreme Commanders?" The answer is that in peace-time sovereign nations are not willing to allow a supreme commander to dictate military policies which may conflict with national views. This is all the more evident when it is remembered that each military decision will, in varying degrees, have some political and economic consequences to the nations involved.

METHOD OF WORK

Each Standing Group member has a chief of staff and a small number of staff officers drawn from each of the three Services. The three chiefs of staff form a steering committee and the staff officers form international planning teams, each consisting of three officers, one for each Standing Group country. When a subject is under study in the Standing Group, the first step is for each member of the planning team to seek guidance from his own national Ministry of Defence as to the line to be taken. The three then meet and negotiate an agreed Standing Group policy. Sometimes, if there are wide divisions of opinion, negotiations may become protracted, but in most cases such situations can be avoided by skilful military diplomacy. The results of the international planning teams' work are then passed through the Steering Committee of the Standing Group to the Standing Group itself, where, when approved, they carry the authority of each of the three nations' Joint Chiefs of Staff. If the matter under consideration is one that concerns directly the non-standing Group nations, then it will probably be referred to the Military Representatives' Committee and it may, if a matter of major importance, be referred finally to the Military Committee itself during one of its sessions in Paris. Further, in the process of determining a matter of policy, it may be necessary to consult one of the special Standing Group agencies, e.g. the Military Agency for Standardization located in London, or the N.A.T.O. Commanders themselves.

The procedure for handling problems is infinitely flexible and there are many variations. In the simplest case, a problem raised by the Council could be answered directly by a signal from the Standing Group; at the other extreme, when simultaneous consideration of military, political, and economic problems are required, as in the planning of the build up-of forces done in the N.A.T.O. Annual Review, it may be necessary for the staff of the Standing Group and the Council to deliberate together. The system may appear to be slow, but bearing in mind the democratic nature of the Alliance, in which each country has an equal vote, it does allow proper examination of all facets of the issue involved prior to decision on major policies. Occasionally there appears in the Press misinformed criticism of the Standing Group, due to ignorance of its nature. Unfortunately, it is not a straightforward military headquarters, the commander of which can take decisions instantly. It is rather a negotiating body which must reconcile the views of at least three, and very often 14 nations, all of which takes time and is liable to produce decisions not as clear-cut as perhaps a single commander would make. It is remarkable, however, how many knotty problems have been solved.

PROGRESS IN N.A.T.O. PLANNING

The work of the Standing Group since the signing of the treaty falls broadly into three phases. The first phase consisted of the initial planning and build-up. This included the establishment of the command arrangements for Europe, the Channel, and the Atlantic, the issue of strategic guidance to commanders, and the subsequent

approval of their plans for the defence of the N.A.T.O. area. This phase may be said to have lasted from November, 1949, to January, 1952.

The second phase, from January, 1952, to December, 1953, might be called the 'planned development phase'. In this phase the full impact of political and economic limitations to the N.A.T.O. strength were first felt. The Annual Review procedure was established in order to reconcile the requirements of military strength on the one hand with the politico-economic capabilities of countries on the other, since the threat of Communism was seen to have two aspects: first, the external threat, which might be counterbalanced by increases of military forces; and secondly, the internal threat, which must be countered by sound political and economic conditions in each country. Throughout the Annual Reviews of 1952 and 1953, military advice was given to the Council by the Standing Group. At first the emphasis on the build-up was on further increases in the numbers of forces. This was followed by a tendency to concentrate on improving the effectiveness of forces. Also during this period command arrangements for the Mediterranean were agreed, and those for Europe were revised as a result of Greece and Turkey joining the N.A.T.O.

The third phase of the Standing Group's work was initiated as a result of the ministerial meeting of the N.A.T.O. Council in December of last year. This introduced the 'long haul' concept. The defence build-up is now seen as a long term effort and forces are to be planned which can be maintained over a long period rather than forces which will increase at a steeper rate of build-up towards a peak, as was visualized in 1952. Allied to this is the study of the employment of new weapons and their effect on the pattern of forces which we shall require in the future.

CONCLUSION

The importance of the Standing Group to the United Kingdom lies in the opportunity it gives to inject British military thought into N.A.T.O. planning. It is also our safeguard that in the event of war our forces, the bulk of which are N.A.T.O. forces, will be employed in accordance with the views of our Chiefs of Staff. In spite of the limitations inherent in any international committee, it has proved an effective instrument for the higher military planning of the N.A.T.O. during the difficult first five years of the Alliance.

THE USE OF AIR POWER IN SECURITY OPERATIONS

By Wing Commander C. N. FOXLEY-NORRIS, D.S.O., R.A.F.

THE development of air power as a weapon of war has made great advances since its original inception. Some of the earliest of these lay in its application to security and policing campaigns in occupied territories and, although they have been overshadowed by later developments in full-scale war, at the time were most revolutionary in their conception and most striking in their success. The employment of air power in the security role was the subject of widespread and intensive experiment throughout the Empire in the period between the two world wars; on the North-West Frontier, in Iraq, Aden, and Somaliland, air power justified the faith of its adherents as the most effective, economical and, at the same time, humane method of maintaining law and order over large areas of undeveloped territory. Various specialized methods of application, such as the 'air-pin' and inverted blockade, were evolved to impose the Government's will on recalcitrant natives, and by the end of the inter-war era a high degree of skill and efficiency had been attained in such operations. It appeared that air power had firmly established itself, either in isolation or in co-operation with other forces, as an effective arm of imperial law.

In the circumstances, it is certainly thought-provoking to find that in the post-war period native insurgents and guerillas have proved their ability to sustain resistance and terrorism in the face of resources of modern armed forces, ground and air. In both Malaya and Kenya, they have recently contrived to wage successful and prolonged guerilla warfare, successful at least to the extent that they have tied down large Regular forces and managed to survive and to attack in face of them. At first sight, such success seems all the more surprising in view of the heavier and more effective armament, particularly from the air, that can be and is brought to bear against them, rockets, cannon, and 1,000-lb. bombs superseding the pre-war Lewis gun and 112 pounder.

The answer to this apparent paradox lies largely in two factors, the nature of the contemporary guerilla and the nature of the terrain in which he operates.

In the period between the wars the tribal insurgent was often a strictly part-time combatant. One of several motives could inspire him to revolt: religious enthusiasm, hunger, nationalism, or frequently just sheer *joie-de-vivre* and enjoyment of a good fight. The seeds of his rebellion were thus sown in pretty shallow ground; he rarely set out with the intention of remaining in the field for longer than the minimum time required to gain his immediate objective. In the circumstances, quick retaliatory action firm enough to show him that the game was not worth the candle usually sufficed to put an end to the matter.

To-day, our opponent is a different man. He is sometimes a fanatic, but this fanaticism is calculated. He is not his own master and so is not free to decide when to take up or put aside his arms. In Kenya, he is dominated by the superstitious terror of Mau-Mau; in Malaya, all his activities are directed in accordance with the general dictates of the Communist Party. He is no longer a part-time, self-supporting, amateur enemy, who can be discouraged by a sharp lesson on the error of his ways. He is engaged in a full time, fully organized military and terrorist campaign for as long as his masters decide to commit and support him. Therefore, counter-measures must now be strong enough to eliminate him completely or override the powerful influences that control both him and his master.

The second, and perhaps the most cogent factor can be described in one word—jungle. In Kenya, and even more so in Malaya, the fighting area is normally covered by dense, unbroken jungle, thick undergrowth, foliage, and trees often up to 150 feet high. This alone does more to hamper air action in to-day's fighting than any other cause (whilst naturally also seriously handicapping ground operations). Blind air attack on targets is of course by now an accepted feature of air warfare, but it demands certain navigational and bombing aids, and/or qualities of size and structure in the target itself, for effect. The present guerilla opposition offers targets that are usually too small and fleeting for such attack, although blind 'area' bombing of larger targets can be undertaken. The only alternative is visual attack, and to this the jungle offers impenetrable obstruction in many cases. Most targets, even if visible, are small and difficult to detect, huts, clearings, small cultivation patches, and the like; artificial camouflage is added to natural cover to make identification and attack more of a problem; and in many cases precipitous hills add still further to these difficulties.

The jungle not only affords protection from observation, but also to a large extent from actual weapons of attack. The weight of rocket, cannon, or machine gun attack in normal angles of dive is largely absorbed by the upper strata of foliage, and even the explosive effect and lethal area of bombs are much reduced by the deadening effect of thick jungle.

In yet another way, also, the jungle impairs the effectiveness of air attack. The nature of the country and of the targets make preliminary reconnaissance and identification before attack essential. To be effective against natural and artificial cover such reconnaissance must be made from low-level; it is extremely difficult for the searching aircraft, even of the light Auster type, to identify a target without indicating to its occupants that it has done so. Thus, however efficient the air support organization and swift the follow-up, in the majority of cases the targets are evacuated before the attack and, although the latter may cause material destruction and consequent inconvenience and disorganization, actual casualties inflicted are often negligible.

INDIRECT AIR ACTION

Thus the jungle, which of course impedes all forms of anti-guerilla action, is particularly obstructive to direct air action; consequently, its results are by no means as impressive as they have been at other times in other campaigns. However, to some extent this is counterbalanced by the major successes attained in the indirect use of air forces. The main supporting roles in which aircraft are now in use in anti-guerilla warfare are supply dropping, parachutist operations, voice broadcasting, offensive support, reinforcement and rescue by helicopter, and reconnaissance, both visual and photographic. There is no need here to detail these well known forms of operation, nor does space permit, but a few outstanding points may be worth making.

Supply dropping is perhaps the most important and vital of all air support operations. The trend of recent fighting in Malaya has resulted in the enemy retreating deeper and deeper into the hinterland of primary jungle. The only answer to this and to the consequent suborning of the aboriginal population is the establishment of counter posts in the form of jungle forts. These have, to date, proved a successful experiment and that success has been largely attributable to consistent and reliable air supply.

Similar considerations apply to the dropping of parachutists. Regular soldiers can rarely penetrate primary jungle with quite the speed and facility of guerillas. Parachute operations give them just that extra initiative, mobility, flexibility, and power to surprise that they otherwise lack.

Voice broadcasting is a comparatively new development, but is already proving successful, particularly as a weapon against the enemy's morale. Like all other psychological weapons, therefore, it has its limitations in that it depends largely on the preliminary sapping of enemy morale by other means, such as reverses, hunger, or hardship.

The limitations of offensive action as a direct means of attack on jungle targets have already been indicated. Indirectly, however, such attacks have proved more effective in co-operation with ground forces, e.g. as a means of flushing, shepherding, or driving the enemy, and generally disturbing and demoralizing him. Targets often comprise quite large areas known or suspected to harbour guerillas. Several recent surrenders have been directly attributed by the enemy concerned to the cumulative effect of such attacks.

Helicopters are already playing a large part in anti-guerilla operations and one that is likely to increase steadily. Their special qualifications suit them admirably for general use in jungle warfare and, apart from the strictly utilitarian aspects, their effect on the morale of the troops operating in the discomfort and danger of the deep jungle is very great. The helicopters currently in use have limitations as load carriers, especially at high altitudes, but succeeding types should show considerable improvement. Another potential drawback is the undoubted vulnerability of helicopters to ground fire, particularly when hovering; straffing escort can of course be provided, although it is an uneconomical procedure, and up till now guerillas appear to have preferred concealment to offensive action.

Air reconnaissance is invaluable. Targets for both air and ground action can frequently only be located by close visual reconnaissance in light aircraft, although the drawbacks of this method as a warning to the enemy have already been noted. As well as for general reconnaissance, Austers are in use as spotters and markers for artillery and bombing, and special patrols against infiltration by sea are provided; finally, extensive use is made of photographic reconnaissance both for pin-points and also for operational survey and mapping purposes.

The work being done by aircraft in support of operations is thus clearly valuable, extensive, and varied. Nevertheless, it remains indirect action, in support of ground operations, and without considerable ground forces in partnership could not attain its aim. This is a disappointing result in comparison to the previous accomplishments of air power in similar operations. As noted, one of its greatest assets was the exploitation of the principle of economy, that it could maintain the peace without use of large forces. This it can no longer claim, which must be regarded as a partial and, it is to be hoped, temporary admission of defeat. It remains to be seen whether and to what extent the position can be restored, and air power again become the most efficient and economic way of controlling territory and peoples.

THE FUTURE OF AIR POWER IN SECURITY OPERATIONS

One of the basic matters for consideration in any discussion of the future of air power in security operations is what is needed in any aircraft to be used in such operations, and in particular this must be associated with known general trends of aircraft development in the near future.

The primary requirement, as has been seen, is the ability to identify and hit by visual means a small and well-hidden target. Unfortunately, the ability to do this is in direct conflict with the current trend of aircraft design and development. At present both the ground attack aircraft and the bomber in use in anti-guerilla operations in Malaya, the Hornet and the Lincoln, are piston-engined and obsolescent, but for this work they have many advantages over the jets with which they must shortly be replaced. The latter's duration at low altitudes is very short and their cruising speed is high, both defects in the type of operations under discussion. They are designed for full-scale modern warfare, and design features suitable for it are often quite the reverse for anti-guerilla action. Furthermore, they are expensive to produce and to operate, and their use in the security role would be uneconomical. Thus, the R.A.F. finds itself with 1955 aircraft to do a job best suited to a 1935 type.

The logical answer would seem to be either to retain some obsolete aircraft in service, or to design and build a special type for the purpose. Both have similar drawbacks. With the national purse strings drawn so tight, particularly for the Services, and the front-line strength consequently so curtailed, the R.A.F. will clearly be reluctant to commit any part of its operational strength to an aircraft unable to take its place in the line of battle in full-scale warfare. The second solution would involve considerable expense in the design and production of a special aircraft, particularly in the uneconomically small numbers required; in full-scale war, such an aircraft would have limited use and none in the front-line. Thus, here too, there are considerable drawbacks to the idea.

The front-line aircraft, then, is unsuited to guerilla war; and the retention of obsolete aircraft in the front-line or the production of special aircraft do not provide desirable solutions. Clearly another answer must be sought.

It is certainly worth considering whether the answer may not lie in the adaptation of existing second-line or support aircraft. Such aircraft, e.g. communications and transport types, must be provided in peace or war for non-combat use. Could not they also be converted or adapted for use in anti-guerilla operations?

Let us re-state the requirements for air action and its current deficiencies. Small, hidden targets must be visually located and hit; aircraft conducting the necessary reconnaissance must fly low and slowly, and in so doing will often betray their own presence and activity; the notice thus given may give the enemy time to evade before the attacking aircraft come in.

The obvious solution is for the operating aircraft to combine the roles of reconnaissance and attack. It must be able to locate and identify the target, manoeuvre quickly to attack, and carry a sufficient armament load to destroy it. This combination should not prove impracticable; the Lysander for instance, the army co-operation machine early in the 1939-45 War, would have been quite capable of performing it. As noted, we cannot afford to maintain obsolete aircraft or produce special ones. However, there are in actual or proposed operation for the R.A.F. communications aircraft, such as the Pioneer whose use in Malayan operations has been recently announced, which could carry the requisite weapon loads and be easily and cheaply adapted to do so. So armed, they could both reconnoitre and attack small targets and by combining both roles could eliminate the present unfortunate time-lag between the two; at other times they could perform the normal roles for which they are now provided, and thus serve to maintain the principles both of flexibility and economy.

Such a solution would, however, only provide the answer to attacks on identified pin-point targets. The jungle being what it is, there will remain larger targets,

areas in which the enemy is known to be located without a really precise target being identifiable. At present, as has been seen, considerable importance is attributed to the bombing of such targets in the general scheme of operations, and such attacks require both a heavy weight of bombs and that they should be put down in a regular formation pattern. Both these requirements are beyond the scope of the armed reconnaissance aircraft proposed, and the difficulties of providing suitable bomber aircraft have already been discussed.

Here again, the answer may well be found in the adaptation of a second-line aircraft. The requirement is for the lifting of a considerable bomb load and its dropping without particular need for pin-point accuracy. Could not the solution lie with that maid of all work and lifter of all loads, the medium transport aircraft, currently the Valetta? Again the aircraft has the requisite load carrying capacity and could be adapted quite easily and economically to do the work with the requisite accuracy; it is designed to operate at heights and speeds suitable for such work. Unlike the bombers, it is likely to continue in a basically unaltered form for some years to come; and, in particular, it is already extensively used in other roles in anti-guerilla action. The gain in flexibility and economy would clearly be very great when a squadron could, with the least possible delay and practical difficulty, be used on one day for dropping supplies, men, and bombs. A really flexible weapon would be to hand for the operational commander, and the economy effected in manpower and general overheads by the operation of such a multi-purpose aircraft might well permit some expansion of the air force that could be made available. An anti-guerilla air task force of armed reconnaissance/communication aircraft and multi-purpose transports could accomplish all but the most specialized types of work required in such operations, and would not be open to the criticisms of diversion of resources from front-line strength or waste of production potential.

CONCLUSION

We have seen that some of the difficulties facing air action in current anti-guerilla operations are very great, particularly the nature of the enemy and the country in which he operates. Others, however, arise from such practical problems as the design and function of aircraft and weapons, and present unsuitability for the role being likely to increase in future. Obsolete aircraft cannot be retained nor special types produced. However, it is recommended that practical adaptation of existing and continuing types should be seriously considered as, at worst, an acceptable compromise. Thereby, it might be possible for direct air action to play a greater and more effective part in security operations and, perhaps, even in time establish for itself in such operations a reputation and a role comparable to that which it enjoyed in the period between the world wars.

VALOUR WITHOUT TRUMPETS

By MAJOR REGINALD HARGREAVES, M.C.

"The reward of a thing well done is to have done it."—EMERSON

THERE are many more Victoria Crosses won than ever there are awarded; and by the same token there are many deeds of highest bravery that have never been publicized and whose perfunctory record time has served almost completely to obliterate. Not infrequently, it is among these untrumpeted instances of valour that there may be found the most magnificent examples of that sustained, unspectacular, 'three-o'clock-in-the-morning courage' which owes nothing to the high-pressure stimulus of the moment, but is founded in a quality of unblenching endurance that is touched with the divine. It was of this unpretentious, stoically durable courage that J. M. Barrie must have been thinking when he spoke of "the lovely virtue, the rib of Himself that God sent down to His children" to sustain them—at any rate the best of them—in their hour of trial and tribulation.

It is the sort of courage which, although by no means unknown to men, has manifested itself perhaps in an even higher degree in women. It was certainly most potently in evidence with Lady (Florentia) Sale, the leader of the little band of womenfolk who accompanied the British forces on their ill-starred expedition to Kabul in 1839.

Fear of hostile activities beyond the border had persuaded the British authorities to replace the inimical Amir of Afghanistan, Dost Mahomed, by another and, it was thought, more reliable claimant to the throne, Shah Shuja. Unfortunately, Shah Shuja's unpopularity with the Afghanis themselves was so widespread as to demand a hedge of British bayonets between the uneasy ruler and those who were determined to oust him from his usurped authority.

At the end of a couple of years' simmering unrest, rebellion, carefully preconcerted, flamed violently into action from one end of the unhappy territory to the other. A brigade, on the line of march to India, was violently attacked, and the survivors of the assault were only too thankful to seek the shelter of Jellalabad. At the same time the garrisons at Ghazin and Kandahar were pinned down by close and vigorous investment; while supply columns moving up from Quetta were fiercely beaten back.

In Kabul itself, General Elphinstone, in command of the British force, was driven to concentrate his troops behind the flimsy defences guarding his cantonments; cut off from all his stores, and as unable to avenge the murder of his political officers as he was to fight his way through to safety. Eventually, a highly dubious treaty was concluded between Elphinstone—a dying man—and Mahomed Akbar, favourite son of the exiled Dost Mahomed, and tireless leader of the insurrection. By the terms of this precarious compact Elphinstone signed away everything still left in his possession, in return for the promise of a safe conduct for the lives committed to his charge. In the circumstances, hardly any other course was open to him, since several of his officers had been accompanied to Kabul by their respective wives and children, as had many of the swarm of native camp followers.

Amongst the womenfolk, the mantle of leadership had clearly fallen on the shoulders of Lady Sale; whose husband, the courageous and resourceful Brigadier-General Sir Robert Sale, had been sent on detachment to command the garrison at Jellalabad. A fearless and experienced campaigner, and no stranger to the perils

and harsh discomforts of life in the turbulent borderlands, the influence and authority of this quiet, middle-aged woman were as unquestioned as their exercise was unassuming.

With the troops drawn up preparatory to the abandonment of their cantonments, Lady Sale, her married daughter, Mrs. Sturt, and one or two of their intimates, placed themselves in the midst of the Advance Guard¹. Ahead of them lay the hundred mile march to Jellalabad, with the thermometer well below freezing point and the snow nowhere less than a foot deep. In such circumstances, the first day's trek took them no more than five miles from their starting point, the rearguard being forced to halt and beat off the repeated attacks that Akbar's treacherous followers were swift to launch almost before the last files had cleared the city precincts. For with the British force once in the open, all promises guaranteeing immunity from assault had immediately been thrown to the winds. Hovering on flanks, front and rear, the tribesmen lost no smallest chance to hurl themselves at any gap in the straggling column, while a steady blaze of musketry took heavy toll of the toiling ranks at every point where hidden marksmen could bring their galling fire to bear.

During the first night on the road, many of the native followers froze to death in their sleep; and the same fate might well have overtaken her immediate companions had not Lady Sale, by precept and example, organized such shelter and warming nourishment as ingenuity and determination could contrive.

The second stage of the journey witnessed an alarming deterioration in the column's discipline and cohesion, save with the sturdy ranks of the 44th Foot² and a few of the native cavalry troopers. And throughout the whole day the Afghani hordes never ceased their stinging attacks on the straggling flanks and rear. "The ground we traversed," Lady Sale recorded in her *Journal*, "was strewn with boxes of ammunition; while a cask of spirits was broached by the artillerymen"; not to the advantage of such remnants of march-discipline as the officers were struggling to maintain.

The day following, attacks by swarms of marauders were almost incessant; Lady Sale herself being slightly wounded, while her daughter's husband was brought low with a hurt which, within four and twenty hours, proved mortal. It was at this juncture that Mahomed Akbar reappeared; and, swearing that it was impossible any longer to restrain his unruly followers, he put forward what he protested was a fair and constructive proposal. Providing, he declared, that all the married men and their families yielded themselves up as hostages for the safety of the exiled Dost Mahomed, while what remained of the baggage was abandoned to pillage by the tribesmen, the surviving troops would be permitted to proceed on their way without further molestation. In the circumstances, little real confidence could be felt that the terms of such a compact would be faithfully observed. On the other hand, to reject it would be to face the prospect of a wholesale slaughter that would not spare even the women and children.

It was Lady Sale who tipped the balance in favour of acceptance of Akbar's questionable proposition, quietly insisting that no other course offered even a remote chance of survival for the battered files still on their feet or for the many wives and

¹ The date was 8th January, 1842. The column numbered some 4,500 fighting men, British and Indian—some of the latter of somewhat dubious quality—and close on 12,000 panicky camp followers.

² Now the 1st Battalion, The Essex Regiment.

infant families amongst the horde of terrified camp followers. In the face of a fortitude so calm and altogether unhesitant, no further objection could be raised. With their unflinching leader at their head, the little band of white women and their menfolk yielded themselves up to the ordeal that lay ahead.

But as might well have been anticipated, Akbar's elaborate assurances soon proved utterly worthless. The hostages safely in their hands, the Afghans immediately launched the first of the series of attacks on the column of weary troops and demoralized camp followers that they kept up, hour after hour, all along the line of further retreat. In the end, of the bare 800 that had emerged from the major struggle in the Khurd Kabul pass, only one man, the medical officer, Dr. Brydon, won through to drag himself into Jellalabad with the grim story of treachery and disaster.

Meanwhile, for the womenfolk left in Akbar's dubious protection, extreme physical discomfort was added to the brooding unease and suspense which haunted their every waking moment. "Three rooms were cleared out for us," Lady Sale noted, on the party's arrival at Khurd Kabul fort, "having no outlets but a small door to each; and of course they were dark and dirty. . . Young Stoker, child of a soldier of the 13th, who was saved from people who were carrying him off to the hills, came in covered, we fear, with his mother's blood; of her we have no account, nor of Mrs. Cunningham, also of the 13th. The dimensions of our room (to accommodate twelve people) are at the utmost fourteen feet by ten. At midnight some mutton bones and greasy rice were brought to us. All that Mrs. Sturt and I possess are the clothes on our backs in which we quitted Kabul".

But there was no whimpering, no sign of the secret fear that must have clutched at every heart. With Lady Sale to set the example of serene confidence in a safe issue from all their trials, the morale of the hapless prisoners never faltered. Borne away into the barren hills towards Turkestan, cut off from all contact with, or news of, the outer world, as week after weary week wore by they faced the sinister possibilities of the morrow with a cheerfulness and indomitable spirit that made the best of the present in the unshakeable confidence that the future could not fail to bring them succour.

By the September of 1842, after eight months' rigorous confinement, Dost Mahomed's crushing defeat in the field persuaded their temporary custodian to embark on overtures for their repatriation. Terms of ransom having been arranged, the hostages at length set out under escort from the lonely hill-fort beyond Kabul, heading back towards the capital. On the fourth day of their journey they fell in with a cavalry patrol from whom they learned the glorious news that the brigade under General Sale was close at hand. With the troops cheering lustily and a welcoming salute from the guns, wife and widowed daughter were at last reunited to husband and father; and it is not difficult to imagine the pride in their courageous fortitude which mingled with the rescuer's thankfulness for their safe return.

In the late May of 1777, the country around Montreal and the head of Lake Champlain was in a considerable ferment. Operations between the British troops under 'Good-natured Billy' Howe and the Continental forces commanded by General George Washington had reached something of a deadlock, following the capture of New York in the September of 1777 and the subsequent Winter activities about Trenton and the Delaware. A plan had been evolved, therefore, by which 'Gentleman Johnny' Burgoyne was to advance down the Lakes to Albany, on the

Hudson, while Howe moved up the waterway to join hands with him. By this means, it was believed, a subjected New England would be cut off from other rebellious States, whose swift collapse—isolated as they would be from their principal source of men and supplies—would follow automatically.

Among the troops assembling in Canada for the venture was a considerable body of Hessians, including a Brunswicker contingent commanded by General Baron de Riedesel. As was the fashion in those days, the Baron was accompanied *en campaign* by his wife, Frederica, who, although only just past her thirtieth year, had already 'made the campaign' which had seen the conclusion of the Seven Years' War. Even by contemporary standards, however, it was a little unusual for their three children to have been included in the party. For the eldest was still under five, while the youngest had just achieved her tenth week of sublunary existence! But mere infants as they might be, they were endued with all the toughness and resilience of their amazing mother who, beneath the outward semblance of a Dresden china shepherdess, concealed a constitution nicely compounded of steel springs and catgut, and a disposition to which fear was as much a stranger as puling discontent.

The hundred miles of territory which Burgoyne had to traverse between his forward base at Crown Point and Albany was little more than a howling wilderness of virgin forest, roadless, virtually trackless, and intersected by scores of sluggish streams all of which were wide enough to require bridging. Anything in the nature of a roofed building that could afford shelter for the night, was a rarity; supplies were always precarious; while every day saw a further advance into country swarming with a hostile, if scattered, population. Dubiously reliable Redskin Allies added another danger to the score; while the march itself was across the face of a hostile Connecticut, alive with enemy militia.

But nothing served to subdue the gay, ardent spirit with which the gallant little 'Fritchen' encountered the innumerable difficulties that hourly arose to beset her. If it were necessary to bivouac for the night with no better shelter than the canopy of the trees, she philosophically noted down that burning cedar-branches were excellent for keeping away the flies, or that bear-meat, nicely broiled, had "a capital flavour".

A night in a roofless shack on an island infested with rattlesnakes was chiefly notable for the acquisition, for the modest expenditure of a thaler, of half a dozen potatoes roasted in their jackets and three small candle ends—"which gave me great joy, as the children were afraid to remain in the dark". Even the growing certainty that the expedition was virtually cut off from its base inspired nothing but self-gratulation that she had been able to get through to join her husband ere the line of communications had been severed.

But opposition to the advance was hardening, while supplies were running ominously short. The failure to re-stock by a raid on Bennington left Burgoyne, indeed, in a plight that was little short of desperate. But in the expectation of still being able to form a junction with Howe at Albany, the only course was to push on at all hazard, although by so doing a clash with the Continental forces under Horatio Gates would be inevitable.

The tussle came with 'Gentleman Johnny's' attempt to overwhelm the American entrenched position on Bemis Heights. It was a hard fight and a costly one; for although Burgoyne bivouacked on the ground he had taken, it was with the knowledge that he had lost a third of his force, and with the growing conviction that he would

look to his fellow generals for help in vain.³ There was nothing for it but to dig in and prepare to defend the British position about Saratoga, which the Americans, with their far greater numbers, were certain to assault.

Well within musket shot of the American lines, the ramshackle timbered house in which the Baroness and the other womenfolk⁴ sought refuge was at least furnished with a good range of cellaring. But so numerous was the swarm of wounded and skulkers that also sought the safety of the underground shelter that it speedily became insufferably overcrowded, and horribly foetid with the stench of unwashed bodies and suppurating hurts. It was 'Fritchen' who gave the lead in restoring the place to some sort of cleanliness and order. With the first lull in the firing, everybody was hustled out while she set to work with broom and fumigating pan, subsequently sorting out the worst of the wounded and having them distributed between the two larger cellars; the third, and smallest, one being reserved for the women and children. All who had legitimate claim on shelter were welcomed wholeheartedly, but for the malingerer there was a blaze of scorn from a pair of remarkably blue eyes sparkling with righteous indignation, and a crisp word that sent the shamefaced 'skrimshanker' scurrying back to take his place again in the line of battle.

With the cannonade warming to a second climax, "many persons who had no right to come, threw themselves against the door". But the little Baroness unhesitatingly sprang into action to bar the way and "with extended arms prevented all from coming in". But if she was ruthless with the uninjured, no one could have been more compassionate with those who had really suffered hurt. It was through no neglect of hers that the gallant General Frazer died under her hands; nor were her efforts less arduous on behalf of the junior officers and the humble men of the rank and file. Her own dainty linen went to bandage them, and it was from her own meagre store of wine and provisions that many of them received the only sustenance that came their way throughout the whole course of the fight. For both supply and medical arrangements had broken down hopelessly, the circle of defence was hourly contracting, retreat was out of the question, and it was obvious that the end could not long be delayed.

The timbered house was still the target for the Continentals' guns, and as nightfall darkened the shadows in the cellar refuge, the cannon balls which had penetrated the building's timber walls could be heard trundling about on the flooring overhead. Bewildered and terrified as they were, the three children contrived to hide their fears with something of their mother's gallant mask of courage. And if little Frederica showed any sign of bursting into tears, one of the officers, "who could imitate very naturally the bellowing of a cow and the bleating of a calf", would immediately oblige with this infallible distraction, "at which", commented the Baroness cheerfully, "we all laughed heartily".

For six days and nights life in the underground refuge pursued its terrorizing way, in increasing want and squalor; and for six days and nights the gay un-

³ Actually, the official order for Howe to work in co-operation with Burgoyne had never been sent! General Clinton, who tried to force his way up the Hudson to 'Gentleman Johnny's' succour, left the movement too late to be of any value.

⁴ Apart from a certain number of soldier's wives and camp followers, the expedition had been accompanied by Lady Harriet Ackland, Mrs. Harnage, and Mrs. Reynals, whose respective husbands were all subsequently killed or wounded. There was also the somewhat shady Mrs. Loring, the wife of a Commissary, and the *chère amie* of 'Gentleman Johnny'.

quenchable courage of the frailest-seeming member of that community of misfortune set an example by which the most wretched could hardly fail to profit.

With the 17th day of October the terms of capitulation were finally agreed; and by her husband's order the Baroness and her children were driven into the American lines to join the other womenfolk in surrender. Fortunately, it was the chivalrous General Schuyler who charged himself with the care of 'Fritchen' and her brood, and his gentleness and sympathy went far to mitigate the distress of entering into captivity. Like speaks to like, and it was only in the right ordering of things that the valiant and compassionate Schuyler should have been in attendance to pay tribute to a courage and practical sympathy in no degree inferior to his own.

* * * * *

The call to set a high example may well impose a severe test on spiritual resources, but at least it is a stimulant to valour. But the call for bravery when there is no gallery to play up to makes a demand on the wellsprings of courage which is in an even sterner category.

The lonely Gordon, with all hope of succour dwindled to a pin-point, writing up his *Journal* in the silent Khartoum palace whence all his servants had fled in fear of the Mahdi's encroaching spears—here was a courage lacking in all stimulant and support other than the immutable faith that upheld him to the end.

Another man than whom no one could have been more set apart and lonely, was Louis Napoleon, exile, prisoner of state, deputy, Prince-President and, finally, Emperor of the French. Sphinx-like in his inscrutability, whatever may be the ultimate assessment of his personal integrity and political morality, it is impossible to deny him a supreme degree of personal courage that could even look disaster in the face without the quivering of an eyelid.

Already a sick man with the outbreak of the war with Germany, the September morning which dawned over the doomed stronghold of Sedan found him so ailing in body that he should rather have sought the quiet and comfort of a clinic than the distress and turmoil of a battlefield. But he was Emperor of the French, the guardian of a precarious dynasty, as well as the nominal head of his country's armed forces. So, although the painful affliction of stone made it agony for him to sit a saddle, he resolutely rode forth to the scene of action, his body hunched forward over the pommel, the ghastly pallor of his face only emphasized by the daubs of rouge with which he had sought so unsuccessfully to disguise it.

Action had been joined as early as five in the morning, and a very little later MacMahon, the Commander-in-Chief, had been severely wounded by a fragment of shell. Appalling confusion ensued as to the appointment of a substitute commander, first one successor and then another taking over responsibility for an action in which the Emperor's coldly discerning eye could see that the issue was already all but determined—in disfavour of the French.

After hours of pain-ridden wandering through all the peril and confusion of the battlefield, ignored by his subordinates and thrust aside by his panic-stricken troops, the Emperor made his way back to Sedan. It was clear past any peradventure that the war-god's favours had fallen to his enemy. So with quiet courage he gave the word to hoist the symbol of surrender. Elsewhere it might be possible for the struggle to be continued . . . by other hands, and under a different form of State. But not in the blood-soaked fields about Sedan. To try and rally the fear-crazed jumble of

regiments and batteries to turn again and fight would only bring annihilation hurrying on the heels of carnage. So, with expressionless face and opaque, unfocused eyes, the hag-ridden 'Man of December' gave the word that sent the white flag of surrender fluttering to the mast-head, fully aware that in so doing he sounded the funeral knell of the regime he had striven so untiringly to establish and maintain. With the same unflinching stoicism he set out for the interview with Bismarck in the drab little weaver's cottage on the Donchery road, which, as none realized better than he, would remove him for ever from that world of international affairs in which, for a time, he had played so enjoyable and flattering a part.

An enigma that has baffled the shrewdest historical analysis, the target of a thousand maledictions and not a little genuine adulation, the steady flame of courage which had brought him through the years of imprisonment and exile to the Imperial throne never shone with more unwavering light than on the day which saw the sun set on his fortunes on the Aceldama of Sedan.

Louis Napoleon and General Charles Gordon were men of consequence and standing; something which scarcely could be said of the *bhisti* of the 16th Lancers at the time of the first, fiercely contested conflict with the Sikhs in 1845. Yet he, too, earned his little niche in the halls of immortality.

The Sikhs were foemen worthy of any man's steel. But thrown into retreat after the battle of Aliwal, they had no option but to fall back on a strongly defensive position on the banks of the Sutlej. A scarcity of siege gun ammunition persuaded Gough, the British Commander, to attempt the assault of the enemy stronghold with the bayonet, a venture whose success was seriously threatened by repeated forays by the Sikh cavalry. But often as they were launched, these tempestuous flurries of Horse were steadily held in check by the men of the 'Scarlet Lancers', stoutly aided by their comrades of the 3rd Light Dragoons.

The whole day was spent in a succession of these eager, thrusting clashes between the rival Horse; whirling, dust-enshrouded *mêlées* fought out under a burning sun, in stifling heat and the salty reek of gunpowder.

Like all regiments, British or native, the 16th were accompanied into action by their water-carrier; and throughout the long hours of the day, wherever the fight raged fiercest, the *bhisti* of the 'Scarlet Lancers' was to be found, hurrying from point to point as the sweating troopers clamoured for a swig from his waterskin which, like Pandora's box, never seemed quite to empty. Should a man be struck down from his saddle, lean brown hands would be swift to drag him to some place of safety, to busy themselves with a rough and ready bandage and a cup of the cooling water the sufferer craved above all else.

As the 16th hurled themselves from one point of danger to another, from every quarter of the field arose the cry of "*Bhisti! Bhisti!*"; for in the excitement of the moment the name of their tireless benefactor was forgotten—even if it had ever been known—and men called upon him by the term which told of the function he so doggedly fulfilled.

When the 'Rally' sounded at the long day's end, the *bhisti* was still at work, and far into the night the battle-lanterns flickered in his wake as he led the stretcher parties to gather up those of their comrades who had fallen in the fray.

With the end of the campaign, the men of the 16th were instructed to select one amongst their number for some reward or mark of especial distinction. Without exception, the vote was cast in favour of the humble *bhisti*, who had given his best

without thought of self throughout all the hazards of the most gruelling action that had ever come their way.

What the real name of the 'Scarlet Lancers' *bhisti* may have been it is now impossible to say. But it is more than possible that the story of his courage and devotion to duty eventually reached the ears of Rudyard Kipling, to inspire him, in due course, to bestow eponymous immortality upon him in perhaps the most popular of the poet's verses.

"Courage", quoth the Great Doctor; "unless a man have that virtue, he has no security for preserving any other". Nor woman either.

THE WEARING OF MEDALS

By MAJOR T. J. EDWARDS, M.B.E., F.R.HIST.S.

ALTHOUGH it has been the custom for the last 150 years to wear commemorative war medals on the left breast, originally there was no intention that they should be worn at all, but simply kept as mementoes. In fact, the early medals had no rings or other attachments which would enable them to be worn with ribbon.

Honorary awards of "golden buttons" were given in recognition of good service to the State at least as early as the IIIrd Century B.C., and Josephus in his *History of the Jews* records some instances. In the early days of chivalry in this Country such service was usually rewarded by the bestowal of the collars and chains of the various orders of knighthood. Charles I introduced a new system by Royal Warrant dated Oxford, 18th May, 1643, where he directed that—"Badges of Silver, containing Our Royal image, and that of Our Dearest Son, to be delivered to wear on the breast of every man who shall be certified under the hands of their Commanders-in-Chief, to have done Us faithful Service in the Forlorn Hope."

The early medals issued by the Hon. East India Company to their troops were, apparently, not intended to be worn as a decoration, though the sepoys did punch holes in them and passed a piece of cord through, and hung them round their necks.

Although the idea of wearing medals was not officially approved until late in the XVIIIth Century, there is evidence that many recipients did in fact wear them hanging round their necks or fastened to the top button-holes on the tunic or coat.

The earliest official reference to medal ribbon and the wearing of medals for war service was contained in an Admiralty letter of 9th November, 1796, relative to the wearing of the gold medals for the defeat of the French on The Glorious First of June, 1794. In the 'Direction' to this letter it is stated—"The admirals to wear the medal suspended by a riband round their necks. The captains to wear the medal suspended to a riband, but fastened through the third or fourth button-hole on the left side. The color of the riband, blue and white."

This 'Direction' was slightly amplified in Admiralty letter of 9th January, 1799, wherein the "Directions for wearing the medal" laid down that it should be worn—"In the same manner as the medal which Lord Nelson received on the occasion of the victory obtained by His Majesty's Fleet under Lord St. Vincent's command is worn; hanging it a little higher or lower than that, as may be most convenient, so that both the medals may be distinctly seen".

The gold medals and crosses issued for the Peninsular War (1808-1814) were worn round the neck by general officers and "at the button-hole" in the case of other officers. General officers found it very inconvenient to wear their medals round their necks, because, when galloping about, the decoration was jerked in front of their faces or around their shoulders.

Wellington had some interesting correspondence with the Horse Guards in regard to this matter, excerpts of which are below:—

"Cartaxo.

"To Lieutenant-Colonel Torrens,

Military Secretary to the Commander-in-Chief.

"11th December, 1810.

"Some of the General Officers have applied to me to know whether, upon ordinary occasions, they might wear the riband of the Medal at the button-hole,

instead of round the neck. This would be a more convenient way of wearing it, and they would wear it consequently more frequently, which would be desirable; and I shall be obliged if you will let me know whether there is any objection to what is proposed.

[Signed] "Wellington."

In a circular letter addressed "To the general officers who have lately received the medal," dated "Cartaxo, 3rd February, 1811," Wellington said—"I have received an answer from Lieutenant-Colonel Torrens stating that the general officers should wear the riband at the button-hole, the same as field officers, in undress; but when the medal is worn itself, it should be round the neck."

Two years later the question of the method of wearing medals arose again and Wellington wrote to the Earl of Bathurst from Freneda, 20th April, 1813—

"We must have the orders of the Secretary of State for any alteration in the mode of the wearing of medals by general officers. It may do very well for an admiral to wear his medal round his neck on his quarter deck, but we on horseback ought to wear it always at our button-hole. Indeed, this is the common practice in all distributions of this description, and was the rule at first on the grant of the medal for the battle of Maida; and I do not know why it was altered."

In 1811, the order was for the medal to be worn round the neck and only the ribbon to be worn at the button-hole with no medal attached to it, but apparently by 1813 it had become the practice to wear the medal at the button-hole. Wellington is correct in his reference to the Maida medal, granted for the battle on 4th July, 1806, in that the Horse Guards letter of 22nd February, 1808, authorizing the award, stated:—

"... and His Majesty having approved of the medal which has been struck upon this occasion, is pleased to command that it should be worn suspended by a riband of the color of the sash, with a blue edge, from a button of the coat on the left side."

Medals for Maida and the Peninsular War battles were therefore worn at the button-hole as a general practice.

The Waterloo medal was authorized on 10th March, 1816, and contained this instruction: "His Royal Highness has been further pleased to command that the riband issued with the medal shall never be worn but with the medal suspended from it."

A definite milestone is reached in regard to the method of wearing medals when the Hon. East India Company awarded medals for the First Burmese War of 1824-26. In their circular, dated 22nd November, 1831, it was laid down that—"The medal is to be worn perfectly square upon the centre of the breast, the upper edge of the ribbon being even with the first button for ranks wearing sword belts only, and even with the second button for ranks wearing cross belts."

The earliest Army Regulations on the subject appear to be those embodied in Queen's Regulations, 1868, para. 607, thus:—

"Medals are to be worn only with the tunic. The riband is not to exceed one inch in length unless the number of clasps necessitates a greater length. The ribbon should be stitched on the coat, or attached to it by a plain buckle without ornament. On the undress uniform the ribbon only is to be worn. It should be stitched on the jacket and must be half an inch in length."

The 1873 edition of Queen's Regulations, para. 39, amplified the above, thus :—
 "Military medals are to be worn only with the tunic and on the left breast. Medals awarded by a society for bravery in saving human life are, if specially authorized, to be worn on the right breast."

The 1881 edition, para. 48, went a little further by stating that the medals
 "are to be worn in a horizontal line, suspended from a single bar, of which the buckle is not to be seen. The bar is to be placed between the first and second buttons; in Hussar regiments, immediately below the top bar of lace on the left breast."

Subsequent patterns of uniform have necessitated modifications in the method of wearing medals and their ribbons, which will be found in the various regulations and instructions of the period. However, the principle of wearing war medals on the left breast has never altered.

ATOMIC WEAPONS AND ARMY TRAINING

By BRIGADIER G. G. R. WILLIAMS

NOW that the study of atomic warfare with all its implications is in full swing at the higher levels in the Army, perhaps it may not be considered out of place for a retired soldier who has been a Civil Defence officer in industry for some years, and who therefore has this matter constantly in his thoughts, to contribute a few of his views and reflections on the subject, some of which may be of value.

With the progress that appears to be going on in nuclear science at the present time, it is futile to attempt to predict in what form atomic energy will be used in war; whether the explosive effects will be bigger or smaller than those of the nominal (20KT) bomb, or even by what methods the explosive will be launched on the target. But of one thing we can be certain, namely, that in the event of another great war atomic weapons will be used by the contestants. Any failure, therefore, to train our national forces in their use and effects might result in disaster.

The change from a tactical doctrine based on conventional weapons to one based on the advances that have been made, and are still being made, in nuclear and thermo-nuclear weapons of all kinds is not one that can be developed in the few weeks that might be available between a cold war becoming a hot major war.

Any new doctrine requires continual thought and study in the theories involved and, so far as is possible, in their practical application. Frequent exercises, both with and without troops, will be essential before even the elements of a new warfare are understood by the junior leaders. Although the key to our survival may lie with the scientists, victory will still depend on the efficiency and knowledge of the junior leader.

It is only by intense and continuous study of this problem that one can hope to arrive at any finality of doctrine and, as must have happened in the early days of air tactics, constructive suggestions may come as well from younger as from older soldiers.

THE NEED FOR KNOWLEDGE OF THE EFFECTS OF ATOMIC EXPLOSION

A sound tactical policy for atomic warfare must obviously be based on a general knowledge of the effects of atomic weapons and their possible methods of delivery to the target. Rightly or wrongly, the yardstick for effects has, until recently anyway, been that produced by the bombs used against Japan, but at the stage now reached it must be realized that nuclear and thermo-nuclear bombs may be a thousand times more powerful than those, and that the explosion of an atomic shell may produce results approaching those of the first bombs.

Admittedly, if one is within the killing area of an explosion, the dangerous range of that explosion is not of importance to the individual! But when the question of the lay-out of defensive positions or the location of bases and supply depots, or the method of using atomic weapons in support of an attack is under consideration, then the areas which may be subject to devastation become a very important factor. It would seem, therefore, common sense at the present time to plan major tactics on weapons with a killing area six to ten times greater than that of the nominal bomb.

Before, however, considering formation tactics, it would be as well briefly to review the effects of atomic explosion on the soldier in the field, and the field will apply equally to the soldier at the base as to the soldier in the front line.

The three principal effects of atomic or hydrogen bomb explosion have been

widely publicized and are generally well known, but usually considered from the angle of the city dweller rather than the soldier in more or less open country. It might, therefore, be as well to consider these effects on the soldier.

Blast

In comparison with solid structures, the human body is amazingly resistant to over-pressure, and casualties due to this source are likely to be few. But this does not rule out the necessity for guarding against the secondary effects of blast, namely, the damage caused by all types of flying debris carried on a blast of air the equivalent of a hurricane, reaching velocities of 100 m.p.h. or more, in accordance with the power of the explosive employed. Danger from this latter source must be expected under all conditions when troops are caught above ground.

Heat Flash

Heat flash may well be the cause of the greatest number of casualties to troops in the field and to their equipment. A rise in temperature of three calories per square centimetre, which is sufficient to cause moderate skin burns on unprotected surfaces, will be felt at considerable distances from the centre of the area of explosion, but from a Service point of view moderate burns will not immediately affect the fighting efficiency of the soldier or render him a casualty. Climatic conditions, already important in war, will require further study in dealing with nuclear weapons, as the difference in the heat flash effect of an explosion on a cloudless day or in heavy fog may well be 100 per cent.

Equipment will have to be shielded from heat if it is in any way combustible. Much equipment used in communications has rubber components and these, including line equipment for telephones, will, if uncovered, or unburied, be rendered useless. The substitution of radio-telephony for line would appear to be essential if communications are to remain intact.

Radiation

The only effect of radiation which is likely to concern tactical doctrine is that due to gamma rays, as these are the only ones which have a range likely to reach the soldier outside the lethal area. But even their range is limited in comparison with those of heat and blast. It must, too, be realized that the effects of a serious dose of radiation are not immediately apparent and would not immediately affect the action of a soldier in battle, though they may well be a source of headache to the medical services at a later date. Even passing through contaminated areas, which will only become heavily contaminated by a ground burst, would not cause a dangerous dose of radiation. On the other hand such areas could not be occupied as defensive positions until they had become clear of radiation. From a Service point of view it would seem, therefore, that the dangers of radiation can only too easily be overstressed.

METHODS OF DELIVERY

There would appear to be four methods of delivering atomic missiles which, at the moment, one may expect to be used.

(i) *Atomic Bomber Aircraft*

Such bombers, from a Service point of view, will not require to have the long-range capabilities of strategical bombers. The errors of air bombardment, although they have obviously been considerably reduced, will require careful consideration in the selection of targets, if great damage is not to be done to friendly troops. The American view of this possible error is stated to be 1,000 yards, which has an important

bearing on attack problems as it will not be possible to soften the enemy front line by atomic bombing without doing similar damage to one's own forward troops.

(ii) *Atomic Artillery*

This is likely to provide the most accurate form of support, but in its present form the problem will be the concealment of such weapons and their comparative lack of mobility should their position be spotted by the enemy.

(iii) *Guided Missiles*

This type will always have the advantage of surprise, though, as our knowledge of radar advances, they may be subject to interference by radar leading to loss of accuracy.

(iv) *Rockets*

These weapons may well provide both surprise and accuracy.

WILL NUCLEAR WEAPONS REPLACE CONVENTIONAL WEAPONS?

The general use of nuclear weapons must depend obviously on the circumstances existing at the time and they will clearly not provide the answer to every military problem. It seems obvious that they will not replace conventional weapons but will supplement them; but the handling of conventional weapons will need bringing into line with the altered conditions brought about by the possible use of nuclear weapons.

SOME EFFECTS ON TACTICS DUE TO ATOMIC WEAPONS

It is difficult to form an opinion as to whether attack or defence will be the principal beneficiary from this new force, but its existence must affect units in organization, equipment, and tactical handling. It seems likely that atomic explosions will create far more obstacles to movement than they will remove; even their effect on front line wire or minefields is problematical. And yet, if the gaps in a defensive position are to be plugged, the need for lightly equipped and mobile infantry will be greater than ever before. May we not need forward infantry to be equipped with the very minimum of equipment, absolutely self-contained, even to their food, at any rate for the period in which they are actually in the front line? Dependence on rations or equipment being brought forward from depots in the rear may lead to disaster when either the depots may cease to exist or the communications to them become impossible.

It will be the aim of a commander in defence to present to his enemy a sufficiently strong front to make the enemy concentrate his forces for attack and thus present the defender with an atomic target. The need for first-class intelligence in such a case is obvious. But the problem is how is the defender to present that strong front to his enemy and yet remain sufficiently dispersed himself not to become an atomic target for his opponent?

The lot of a commander is not being made easier but more complicated than ever by the advent of this new weapon. The siting of artillery as well as of infantry will require new consideration. The gun may survive whereas its crew may not. Can gun crews be reduced and spare numbers dug in away from the gun in comparative safety, ready to replace casualties? A change of outlook as regards woods and forests may be needed. Their use as harbours for armour may no longer be a practical measure. Whereas trees may provide cover from the air and some protection from heat flash and possibly gamma rays, the effect of blast might make it quite impossible to

extricate the armour from its harbour. These and many other problems await solution by the student of tactics in this atomic age.

INDIVIDUAL TRAINING

Before it is possible to attain efficiency in the tactical handling of units in this new type of warfare, a great deal more than lip service will be required in the training of the individual soldier of every rank. It may be of value, therefore, to touch on some of the subjects in which individual training will need to be stepped up.

(i) *Protective Measures*

The value of earth protection and the reason of its value needs to be stressed continually. Deep foxholes will be the soldiers' best friend against all the dangers of nuclear explosion. The soldier must clearly understand why this is the case and how depth provides increased safety. The value of even the lightest form of overhead cover will need emphasis.

(ii) *First Aid*

With mass casualties it will be useless to expect the normal establishment of stretcher bearers to provide first aid. Every soldier, officer and man, like every policeman, must be qualified and practised in first aid. He must be told about, and shown by films, the sort of casualties that he may expect to see in an atomic war. Every man will require to carry and know how to use light burn dressings, to understand the danger of shock from burns and how shock should be treated, and last, but by no means least, to appreciate that unnecessary movement to a casualty is a very frequent cause of death. He will not be required to deal with radiation cases, but must be capable of recognizing the symptoms of such illness.

The trained soldier of the future will need to be one who can be considered independent of trained medical personnel in an emergency.

(iii) *Equipment*

The effect of heat and radiation on his individual equipment and on unit equipment must become second nature to every soldier. Admittedly, the equipment is no good without the soldier, but nor is the soldier without serviceable equipment. Equipment which has become unserviceable due to avoidable causes will in a future war be extremely difficult to replace.

CONCLUSION

The various aspects of atomic warfare must be considered in every stage of training. Knowledge will produce confidence in the power to survive, and to attack or defend when ordered to do so. Without this confidence based on knowledge, nuclear warfare may produce loss of morale and untold casualties.

THE BRITISH AUXILIARY LEGION IN SPAIN, 1835-1840

By BRIGADIER H. BULLOCK, C.I.E., O.B.E., F.R.Hist.S.

OF the political and dynastic complications which led to the formation of the British Auxiliary Legion of Spain, a bare outline will suffice. On 10th October, 1830, a daughter who was named Maria Isabel was born to Queen Maria Christina, fourth wife of King Ferdinand VII of Spain. As the Salic law had been abrogated, albeit somewhat furtively, in that country about 40 years before, the infant was at once proclaimed Princess of Asturias, signifying that she was heiress to the throne. Three years later her father died, regretted by few, and her mother became Regent on her behalf. Supported by the Liberal party, she was opposed by the Carlists, adherents of Don Carlos, brother of the late Ferdinand, who through his contention that the Salic law still ran in Spain became claimant to its crown.

A quadruple alliance now brought British and French aid to the governments of Spain and Portugal. In the latter country, Dom Miguel was soon defeated and the girl queen, Maria II, restored to the throne; but in Spain events moved more slowly. Eventually, the French agreed to supply an Algerian Legion to reinforce the little queen's army against the Carlist troops, while in Britain, despite the protests of the Tory opposition, the Cabinet in June, 1835, suspended the Foreign Enlistment Act so as to permit recruiting in the United Kingdom of Britons for the Spanish service.

Colonel De Lacy Evans, M.P. for Westminster, received from the Spanish Regency a commission as a lieutenant-general and authority to raise 10,000 men. The British Auxiliary Legion of Spain, to give it its formal title, comprised two cavalry and 11 infantry regiments, a complement of artillery and engineers, and general, medical, and commissariat staffs. The units were :—

1st Reynha Isabel Lancers; 2nd Queen's Own Irish Lancers; 1st Infantry Regiment; 2nd Infantry Regiment; 3rd Westminster Grenadiers; 4th Queen's Own Fusiliers; 5th Highland Light Infantry; 6th Scotch Grenadiers; 7th Royal Irish Regiment; 8th Highlanders; 9th Irish; 10th Munster Light Infantry; and The Rifles.

De Lacy Evans, the G.O.C., though still under 50 years of age, had seen much service in India and the Peninsula, and at Quatre Bras and Waterloo. In America, he had captured the Congress House at Washington, and he was to become a G.C.B., and a divisional commander in the Crimea before he died in 1870. He had a free hand in the choice of officers and the recruitment of rank and file. All commanding, and most field, officers came from the King's or East India Company's armies, and nearly all the captains had been subalterns in one or the other, the exceptions being a few who had recently distinguished themselves in Portugal under the flag of the girl Queen Maria II. The subalterns mostly lacked previous experience, save for a few who were selected from long-service warrant and non-commissioned ranks of the line. Applications for commissions far exceeded the vacancies: one cavalry regiment accepted 11 gentlemen cadets who provided their horses and equipment at their own expense and did duty in the ranks as privates in the hope of succeeding in time to a cornetcy.

For other ranks, recruiting depots were opened at Charing Cross and in many towns in England, Scotland, and Ireland; and within two months most units were up to establishment. The Order in Council allowed commanding officers in the

Legion to purchase out non-commissioned officers and privates from the British Line, and when the commanding officer or his majors were men of ample means, as in the 1st Lancers, they took advantage of this concession to build up a hard core of reliable men. To the 1st Lancers, too, was attracted valuable material from the British light dragoon regiments, men discharged at their own request after completing 15 years' service in order to enter the Anglo-Spanish cavalry. Both 1st and 2nd Lancers enrolled Polish troopers of whom they spoke well, as well as some German and other continental soldiers with a solid professional background. Adjutants, quarter-masters, and riding-masters were usually drawn from senior long-service non-commissioned officers of the British Army.

All things considered, the Legion got off to a good start with its personnel, and though some of Evans's officer appointments were afterwards criticized, this was mostly by those who had political or personal motives and he seems to have taken in no more than the inevitable small proportion of ne'er-do-wells and adventurers. Alexander Somerville, by no means the sort of man to commend the officer class as a matter of course, and himself a sergeant in the Legion with previous service in the Scots Greys, quotes with approval the verdict of a clergyman who wrote that he never saw a more gentlemanly or less mercenary set of men than the officers of the Legion; their conduct was in every way equal to that of the officers of the Regular Army; and even in the depths of the adversity that came to them later, nothing could be more correct than their behaviour. Robert Henderson, who had been in the Portuguese Cavalry and Navy before he entered the Legion, wrote, after he had also spent years in the British Cavalry of the Line, that all things considered, the officers of the British Auxiliary Legion generally were quite as well conducted as any equal number of the Regular British Army would have been under similar circumstances.

Not quite all the officers were British. Baron R. C. von Stutterheim, of the 1st Lancers, was to turn up again in the Crimea, as Major-General commanding the British German Legion. The Rifle Battalion was originally commanded by Lieut.-Colonel Baron George de Rottenburgh, then a captain in the British Army, to which he returned after he had to resign from the Legion through ill-health. The 10th Munster Light Infantry, for instance, had two Swedes, Captain Count de Kelling, of the Royal Swedish Guards, a gallant officer who was twice severely wounded and was decorated by his king (Bernadotte) when he returned home, and Captain de Bruce, who afterwards transferred to the Engineers. De Bruce had come out with The Rifles, and Somerville, who calls him a mere adventurer, says that in Sweden his highest post had been riding-master.

The code of conduct was different then. In particular, duelling was at its height, though soon to disappear when Queen Victoria came to the throne. Futile challenges were everyday affairs, in the Legion as in other Services. Lieutenant Pedro Hamilton, of the 4th Q. O. Fusiliers, a reputed son of the Duke of Leinster, first fought Lieutenant Fanning of the same regiment, but though each fired twice all the shots went wide; then he quarrelled with the adjutant and two more officers. All three declined to meet him on the score that he was no gentleman, and he was compelled to resign his commission. Captain G. J. Maturin, of the 1st Lancers, who seems to have been a Frenchman and had been wounded at Waterloo, fought a duel with Major Macduff of the Staff (later killed in action), but both deliberately fired wide and made friends before leaving the field. Two medical officers, Surgeon J. E. Barret of the 9th Irish and Assistant Surgeon Mackay of the 1st Lancers, were more in earnest, for Mackay received a ball in his leg and Barret one in the peak of his cap.

Another doctor, Staff Surgeon Gannon, called out his best friend, Captain Chadwick of the 10th Munster Light Infantry, because the latter had called to see him one evening in his quarters and, finding him out, had sportively removed the *vase-de-nuit* from its traditional position and inserted it between the bed-clothes. When they met they fired at each other seven times, but none of the bullets found a billet. Lieut. T. Murphy, riding-master of the 1st Lancers and previously a troop-sergeant-major of the 3rd Light Dragoons in King William IV's service, fought and killed Captain W. A. Smith of the same unit; and at the subsequent camp auction of Smith's property the victor bought a forage-cap, which he wore on and off duty for the next six months. Truly, as Somerville comments, "there is no accounting for tastes in some persons."

In fact, duelling in the Legion became so common that when officers met in the plaza of San Sebastian their first question was, "Well, who've been out today?" Nor were the juniors the only participants. Nearly a dozen officers are said to have challenged Lieut.-Colonel G. F. Harman of The Rifles, Military Secretary to the G.O.C., whom they thought haughty and overbearing. Accepting the challenge of Lieut.-Colonel G. M. McCabe of the 9th Irish, he had all his teeth shot away from both awes, and prudently declined further encounters.

The operational history of the Legion makes too long a tale to tell here. Its vicissitudes were heavy. In the first Winter, a typhus epidemic killed off 200 officers and 2,000 men in two months. They died like flies in the improvised hospitals—damp, disused convents and churches, without bedding, even without straw for the flagstoned floors. The Dead March was so constantly heard that a General Order banned further music at funerals. In every direction, wrote Henderson, were to be seen parties of miserable, emaciated-looking creatures in long grey infantry overcoats, bearing on their shoulders a coffin containing the body of some dead comrade.

With death and invaliding, the contingent was so weakened that three of the 11 infantry battalions had to be disbanded, though battle casualties had not yet exceeded 100 in all. There were small actions during the Summer, some successful, but in August, 1836, an abortive attempt by two brigades to occupy Fuentarabia and Irun caused a general loss of confidence and weakening of morale. Some of the best officers resigned in disgust and returned to England. The Winter of 1836-37 passed without the hardship of the year before, but in March came disaster, at Hernani, with a loss of 4,000 out of 14,000 men. On 10th June, 1837, the Legion was disbanded, and though its remnants were formed into a 'New Legion' of officers and men volunteering to remain in Spain, the resurrected contingent was but a small body and achieved little.

The forces acting against the success of the British Auxiliary Legion were many, but it was particularly unfortunate in being the subject of acute political controversy in Britain. One party would make too much of its grievances, the other would give the legionaries far less credit than they deserved. The attempts made to ensure good liaison with the Spanish Government and generals met with little success, while the position of mercenary auxiliaries in a civil war must always be awkward. Perhaps the best thing that can be said of the Legion and its campaigning is that it gave their first experience of war to a few British officers in a period when such training was hard to obtain in their own Army.

SHOOTING AN OPERATIONS ROOM

By FLIGHT LIEUTENANT G. E. LANNING, R.A.F.

WHEN the B.B.C. decided to make the series of films for television entitled "War in the Air" they found that the majority of sequences could be taken from official films which were already in existence. Certain aspects of the air war had not been filmed, however, and, in order to cover these, special shots had to be taken. Many films, for instance, had been made of the Battle of Britain, which covered adequately the flying and Civil Defence aspects, but there was no official film of a group operations room of that period. As the B.B.C. wished to illustrate the part played by the early warning and controlling systems during the battle, it was decided to restore the 11 Group operations room as nearly as possible to its 1940 state for filming.

It was found that this operations room was still in existence, although it had ceased to be used as such. Fortunately, the basic structure of the room had not been greatly altered; the controllers' cabins, the plotting room, the tellers' dais, and the tote were in the same state as they were at the end of the war. Unfortunately, the plotting table and the tote had been brought up to date and the odd items of plotting equipment still extant were too modern to be used in a film of the Battle of Britain. The first tasks, therefore, were to repaint the map on the plotting table, to restore the totes to their 1940 forms, and to obtain sufficient early war-time plotting equipment.

The table proved easy; it was merely a question of obliterating the existing geographical reference grid and superimposing the original British Military grid. The tote and the plotting equipment, however, were decidedly difficult. The initial problem was to obtain an accurate description of them. Assistance was sought first from officers who had been controllers in the 11 Group operations room during 1940. Most of the officers approached had served in many operations rooms during the intervening 14 years and their memories were naturally somewhat hazy and confused. Most of them could remember that certain items of equipment or tote displays had not been introduced until after 1940, but there were differing opinions on what was in existence at that time. Valuable as the assistance of these officers was, it became apparent that the information obtained in this fashion was not sufficiently definite to enable a thoroughly authentic picture to be reproduced.

The help of the Air Historical Branch at the Air Ministry was sought and again unexpected difficulties were encountered. A great deal of information could be obtained on the manner in which operations rooms worked during the various stages of the war, but there appeared to be no information on the layout of such rooms during the early stages. Obviously, fighter operations rooms were still in an experimental stage at the outbreak of war, and they were developed, within a general wide pattern, as circumstances demanded. Moreover, they were highly secret and little was said or written about them.

The field of research was finally switched to the Operational Research Section at Fighter Command and, here again, the initial efforts were unproductive. Eventually, however, labours were rewarded; in a file on "Miscellaneous Indicators and Equipment for Operations Rooms," a series of photographs was discovered. These photographs were taken in August, 1940. They were taken from the controller's cabin, looking across the plotting table towards the background wall, illustrating perfectly

the equipment in use and the various airfield, balloon, and weather states. Using these photographs as a guide, the work of reconstruction was begun. Correctly shaped plotting rods and raid plaques were made, the existing tote was covered with beaver boarding, and the 1940 states were reproduced on the new surface.

The main task of reconstruction was now complete, but details were needed to complete the picture. The B.B.C. had chosen 15th August, 1940, as the day to illustrate the work of a group operations room and so the various states had to be made up for that day. This necessitated checking which squadrons were at which airfields on that particular day (there was continual movement of squadrons during the Battle of Britain); obtaining the weather information for all the 11 Group stations; checking the times of sunrise, sunset, moonrise, moonset, and high tides; and discovering the heights at which the barrage balloons were flying. This was routine work, but the 14 years lapse presented a number of difficulties.

On the table, the picture was built up from intelligence reports. No attempt was made to check the minute-by-minute positions of enemy raids, but a careful attempt was made to reproduce the battle in progress; the heights, strengths, and targets of enemy aircraft were ascertained, and the correct fighter squadrons were detailed to intercept. Each plotter was briefed carefully to ensure that tracks moved in the right direction and at appropriate speeds.

The plotters and tellers used in the film were airmen and airwomen of the present Royal Air Force, who were attached to 11 Group Headquarters for the shooting period. Great care was taken to make them look authentic by checking that they were wearing the correct type of uniform, without nylons, 1939-45 medals, or S.A.C. badges. The airwomen's hair-styles proved quite a problem; it is impossible to change an 'urchin' or a 'bubble' cut into a 'page-boy' at short notice, but none of the airwomen had her hair cut for three weeks before filming and the results proved quite satisfactory.

Whilst these preparations were being made by R.A.F. personnel, the B.B.C. were busy on their own preparatory work. The script had already been approved by the Air Ministry and the dialogue had been drafted for scrutiny by a service technical adviser, but the technique of the actual filming had yet to be decided. This necessitated visits of the producer and the cameraman to the 11 Group operations room. The immediate problem was one of power supply. It was initially planned to obtain power from a 20 KVA mobile generator, which would be stationed at the entrance to the operations block, but it was found that over 100 yards of cable would be required to feed the power from the generator to the camera lights in the operations room, 60 feet below ground, and such a power loss was obtained over this distance that it became impracticable to use a mobile generator. Agreement was reached, then, with the station engineer to switch off all unessential users during the times when the cameras were actually turning so that the normal, already heavily loaded station supply could be used.

The next problem was to decide the camera positions. Much of the shooting was to be done in the controllers' cabins. This meant that the cameraman had limited space for movement, and consequently it was decided to restrict the shooting in the cabin to one position, except for close-ups. The operations room itself gave much more scope for versatility, and the cameraman enjoyed himself planning shots from unusual angles; from the recorders' desk, for instance, looking almost vertically into the room. The producer had hoped to shoot his scenes in sequence,

but this would have entailed frequent movements of the camera from the cabins to the floor—a difficult and lengthy business—and it was found that it would be more practicable to complete all the shots in the cabins before moving to the floor.

Eventually, after four or five weeks' preparatory work, the day came when shooting was to begin. The Service personnel, who had been attached two days previously to become accustomed to handling the old-fashioned plotting rods and plaquetry, were quietly excited. The operations room, glistening with new paint, was silent and empty. The whole place had an air of quiet expectancy. This atmosphere was rudely shattered by the arrival of the B.B.C. television film unit. Suddenly, quietness gave way to hustle and bustle. Within 15 minutes of the recording van's arrival on the station, cables had been run down to the operations room, the microphone was installed, lights were being erected, the cameraman was supervising the positioning of the cameras, the producer was conferring with his assistant and the continuity girl, chairs, which had been carefully placed in position, had been moved to make way for broadcasting equipment, telephones were ringing, and the previously clean and tidy operations room had taken on the appearance of a busy film studio; which, in fact, it was to be for the whole of that week.

The first day was comparatively quiet. It was a day of tests; the Service personnel were briefed on the task expected of them and were positioned for various sequences, the cameraman checked on his shooting angles, and the microphone was tested with the recording van. This, however, was the only quiet day of the week. The remaining days were long and tiring, following a similar routine: shooting commenced at half-past nine and continued until the early evening, with the briefest break for lunch and sometimes no break for tea. But only the B.B.C. staff worked continually throughout this time. The Service personnel were employed in short, highly concentrated periods, which were interspersed with long periods of waiting. These periods of waiting were due entirely to the thoroughness of the B.B.C. team. No effort was spared in an endeavour to make each shot a masterpiece. Before the actors were positioned the cameraman would arrange provisional lighting. The actors would then take up their positions and be given detailed instructions regarding actions and dialogue. Throughout this briefing the cameraman would be at work checking the effects of varied lighting arrangements. The actors would rehearse their parts until the producer was satisfied that they were giving him the desired effect. Throughout the rehearsal the cameraman would be viewing the scene through the camera to check that the important actors remained 'in shot.' Finally, the sound track man had to be satisfied; the microphone being placed sufficiently near to the actors, yet 'out of shot'—not always an easy task to accomplish in the restricted space of a controller's cabin. When cameraman and sound track man were satisfied, the producer would order a full rehearsal. This was given the seriousness that would be devoted to an actual shot. Then, if he were satisfied, the producer would order the scene to be filmed.

"Quiet everywhere! This is a take," the producer would shout, and everybody within the operations block would freeze into silence. Then came the ritual: "Roll 'em—camera on—sound okay—mark it—'Scene 16, Take 1'—action"—30 to 40 seconds of carefully rehearsed action and dialogue—"cut it—all right, camera?—all right sound?—print it". A sigh of relief would be uttered by actors and technicians alike and another 50 or 60 feet of film would be printed. During those seconds, however, much could go wrong and not every first 'take' was successful. Sometimes an off-stage noise would cause a retake, but usually the fault would lie

with the actors. Frequently they spoke more softly than they had done during rehearsals or, trying to act naturally, they would move just a little too far and arrive out of the picture. Then the routine would start again. Another rehearsal. Then, "Quiet everywhere! This is a take—roll 'em—camera on—sound okay—mark it—'Scene 16, Take 2'—action." Fortunately the producer drilled his cast so well and they bore up under the unusual strain so patiently that retakes were the exception rather than the rule. Consequently, the 39 scenes which the producer required of the 11 Group operations room were shot within four days; a tribute to producer, cameraman, technicians, and Service actors.

Each evening after shooting, the films were sent to the studio for printing; each morning a report was sent to the producer on the previous day's 'rushes.' On only one occasion was a retake of a previous day's shot required and, later, that was found to have been unnecessary. Finally, the week's 'rushes' were shown to an invited audience of Service and B.B.C. personnel, who expressed great satisfaction with the week's work. Every scene was approved. The task of cutting the operations room sequences into the rough copies of the main film was begun. Months later they appeared on the television screens in the appropriate parts of "War in the Air." A month's thorough research and a week's hectic filming had resulted in five minutes screen time.

SOME ASPECTS OF ADMINISTRATION IN WAR

By "ATHOS"

"When you study military history, bear in mind the importance of the administrative factor, because it is where most critics go wrong."—

FIELD-MARSHAL EARL WAVELL.

THIS year is the 100th anniversary of the opening of the Crimean War, during which occurred what is probably the worst administrative failure in the long history of the British Army. It seems appropriate, therefore, to mark this anniversary by considering some aspects of administration—the handmaid of strategy.

Military publications seldom offer much information on the administrative side of operations, yet on the means of movement and maintenance success or otherwise depends. Criticism of operations is often without value owing to the author neglecting to appreciate the administrative problems involved and so to arrive at a conclusion as to what was or was not practicable in existing conditions. The present writer's object is to stimulate interest by suggesting how certain 'Q' aspects, often referred to nowadays by the antiquated term 'logistics', have affected operations in the past, and by indicating some future problems.

Administration is defined as "that function of command which deals with the maintenance of forces in the field." Like any other military activity it is affected by the factors of time, space, topography, and climate. It follows that what is or is not possible in a given situation must also depend on the resources at the disposal of the commander-in-chief and the efficiency and forethought exercised in their employment. The basis of good administration is an organization which ensures flexibility, unity of effort, decentralization of control, and economy. The aim of the first is to enable a force in the field to adjust itself quickly and smoothly to the stresses and strains thrown upon it by varying and unforeseen circumstances.

CHESS-BOARD WARFARE

From the latter half of the XVIIth Century until the closing years of the XVIIIth, the armed forces of European States consisted of comparatively small bodies of rigidly disciplined, professional soldiers. These armies were State capital which had to be conserved. Supply in the field was by crawling wagon trains from magazines laboriously collected and provided with facilities for baking bread—the staple ration. Tentage was also carried. All this limited mobility; in fact, administration assumed the position of master rather than the handmaid of strategy. Moreover, the expensive professional soldiers could not be readily replaced, so attempts to gain decisive victory by fighting were deprecated. Thus, war became like a game of chess, subject to rules and conventions; armies relied on masterly manoeuvres and sieges, while a general's ability was assessed by his skill in avoiding battle.

Marlborough shocked the pedants by his forced march from the Netherlands to the Danube and his victorious battles based on rapidity of movement. But he had organized a supply system which gave his troops a mobility impossible under the existing continental methods. Just as contemporary generals were baffled and scandalized by Marlborough's breach of convention, so, nearly a century later, Austrian generals were complaining that "this man Bonaparte breaks all the rules." For European armies were still bound by military formalism when the expendable masses of the French Revolution laid the foundation on which Napoleon developed a new era of war.

NAPOLEON: THE NEW ERA

The revolutionary armies, ill-supplied even within their own borders, whose rulers acted on the principle 'war must support war', had much practice in living on the country they occupied. Napoleon, initiated into these conditions as a junior officer, realized the potentialities of an army accustomed to living hard and largely independent of the formalism of the day. But, as no district could support a large concentration, it became necessary, as Napoleon observed, to "separate in order to live and unite in order to fight." He carried his ideas into effect and achieved astonishing mobility, but, after Carnot retired, French army organization did not keep pace with the demands of larger and larger forces.

It would be wrong to assume that Napoleon made no provision for his troops. Magazines were usually established at the outset of a campaign and, when the advance began, rations for several days were issued, which the men had to carry themselves. Nevertheless, at times, the troops did suffer much privation. Contemporary accounts state that once the supplies carried on man and horse were exhausted, parties were sent out by units to obtain supplies from the inhabitants by force, without payment, a system detrimental to "good order and military discipline."

Napoleon was aware of the difficulty of campaigning in Russia. In 1812, he organized special wagon trains divided into brigades, regiments, and squadrons loaded with food and necessities, to be followed by herds of cattle collected in Germany. The French medical service was, however, totally inadequate. In the event, the trains could not keep up with the rapid marches by which Napoleon hoped to trap the main Russian Army. Thus, quite early in the campaign, the troops resorted to obtaining supplies *à la maraude* and the Grand Army left behind it a pillaged, burnt-out wilderness. The wastage in man-power through exertion, sickness, straggling, desertion, and clashes between partisans and the marauders was enormous. Up to Smolensk, 95,000 were lost from these causes alone; at the same time, thousands of horses perished. Napoleon refused to listen to his Intendant General and pushed on. Of the host which crossed the Niemen at the outset, the Emperor was only able to concentrate 134,000 for the battle of Borodino, outside Moscow, and to reach the city with only 95,000.

The Grand Army was forced to retire from Moscow along the route through country devastated during the advance. In the meantime, trains had delivered some of their supplies as far forward as Smolensk, but no means of distribution and no system for rapid and orderly issue existed. Some 50,000 troops reached this town, but an attempt to issue rations failed for these reasons, aggravated by the state of indiscipline which prevailed. And so the Grand Army melted away. Only about 1000 of the Guard and two or three thousand unarmed stragglers recrossed the Niemen. Administrative failure, intensified by space and climate, was the chief cause of the *débâcle*. The pursuing Russians suffered almost as heavily as the French owing to lack of supplies and proper medical arrangements.

Wellington, Napoleon's greatest opponent, was an able administrator with much experience gained in India and one who, moreover, understood the importance of sea power. In the Peninsula, his first preoccupation was to remedy the deficient organization of his force and to improve the interior economy of units. During 1809-1811, he converted Portugal into a base; roads and waterways were improved and supply depots located so that the Army could operate where opportunity offered. Lisbon, his main link with the sea, was covered by the construction of the Lines of Torres Vedras, as El Alamein covered the vital port of Suez in 1942.

Massena, advancing on Lisbon to "drive the leopards into the sea", found the countryside deserted; crops had been reaped and everything moveable had disappeared. Militia and partizans harassed his flanks and attacked the foraging parties. Surprised at the existence and strength of the 'Lines', he stopped, too weak to assault, and soon had to withdraw his hungry army, losing heavily in the process. Thus, owing to Wellington's forethought, living on the country had not been profitable and the French had a foretaste of what awaited them in Russia. But when Wellington advanced through northern Spain into France in 1813-1814, his troops were adequately supplied; his communications, shortened by the use of sea power, ensured mobility.

XIXth CENTURY

The year 1854 ended the 40-year 'dead period' during which the Army had just managed to survive. But, controlled by three or more unco-ordinated and cumbersome Government organs, it had no ancillary services, and the war organization, brought to a reasonable efficiency during the Peninsular War, had been scrapped and forgotten. The inception of the Crimean campaign was very light-hearted, planning was negligible, and forethought lacking. The Government even refused to provide an organized transport corps, though the commander-in-chief designate had pressed for one.

The Crimea is chiefly remembered by the public outcry at the shocking conditions in the hospitals, though it is not generally known that these conditions were due in great part to the general administrative breakdown which reached its peak after the unprecedented blizzard in mid-November, 1854. It was the lack of organized transport, aggravated by the blizzard, which caused this breakdown. During the storm 20 store-ships were sunk outside the base port of Balaklava; the losses included medical stores, all the winter clothing—already overdue—and boots. That so many ships were waiting to enter the little harbour was due to the home authorities, already thoroughly frightened, pushing out ships faster than they could be unloaded with the inadequate facilities available. The situation was such that the task of moving stores 4000 miles by sea to Balaklava was nothing compared to the problem of getting those stores to the troops in front of Sebastopol, a few miles inland. "The Army starved because there was no transport. There was no transport because the Government would not organize it, but such transport as there was could not work in the rain because there was no road, and it could not live because there was no fodder, and there was no fodder because the storm wrecked the fodder ships, and there was no reserve of fodder because the Government at Home would not send it."¹

The grim remnants of the Army clung to their waterlogged or frozen trenches through the Winter, during which frantic efforts were made to provide everything which should have been available at the outset. Material for a railway arrived in December; the line was working to the main depot behind our forward positions by June, 1855. By the time the war ended in 1856, the British Army had become the best equipped and trained on the Continent. But, on its return home, the usual pruning followed, though the cumbersome control in Whitehall was modified. The lessons in war administration were, however, never entirely forgotten.

Railways were used in 1859, in the American Civil War, for tactical moves, and in the Austro-Prussian War of 1866. Moltke, who had early foreseen their possibilities for the movement and maintenance of large armies, realized that by precise procedure and speedy mobilization he could ensure the completion of the initial

¹ *The Crimea in Perspective*, by Lieut.-General Sir G. MacMunn.

concentration for a campaign far more quickly than ever before. So, in the years preceding the Franco-German War, details of mobilization, road, and rail movements were worked out and constantly revised. Every unit knew its duties from the day of mobilization until arrival in the concentration area; every article of equipment, etc., needed being stored in its peace station. Not only were the supply services well organized for mobile warfare, but extensive arrangements were made for subsistence in the concentration area. Mobilization, ordered to begin on 16th July, 1870, was completed by the 23rd. Rail moves commenced next day and by 4th August, the three German armies, some 400,000 strong, had assembled close to the frontier, completely equipped for a protracted mobile campaign.

Napoleon III had the laudable intention of balancing his inferiority in numbers by rapid movement and skilful strategy. On 15th July, hoping to strike before the German concentration could be completed, he ordered the units of the field army to the frontier without waiting to mobilize. But, by 29th July, it became evident that the army was not yet capable of forward movement; the organization had broken down. Reservists and equipment to complete units had not arrived; ancillary services were not ready; two newly-created army corps and the artillery reserve had not finished their formation. A state of confusion existed in the rear areas, parties of reservists wandered in search of their regiments with nobody to direct them; the War Office was bombarded with telegrams from individual units demanding articles of equipment. There is no doubt that preparation for mobilization had been inadequate, while rail moves had not been worked out as in Germany. Everything was centralized, mobilization stores being kept in central depots and their distribution left to chance. The railway lines behind the army came practically to a standstill. At Metz alone, 7,000 railway trucks became blocked in a solid mass; what stores they contained and for whom they were intended was not known. By 6th August, the French had lost the initiative, which they never regained.

THE TWO WORLD WARS

The war of 1914-1918 developed many of the characteristics of total war. The vast forces deployed across France from Switzerland to the Belgian coast, demanding material and supplies in unprecedented quantities, could only have been maintained by highly developed railway systems and improved methods of preserving food. The administrative lessons of 1870 had been learned by European armies and, on both sides of the Rhine, mobilization and concentration proceeded smoothly and quickly, as did that of the B.E.F. Transport by rail reached its peak of efficiency, especially for strategic moves; mechanical transport began to supplement horse-drawn echelons and to provide increased flexibility.² But the administrative tail began to grow.

There were no breakdowns on the Western Front until the American supply and transport system failed in 1918, though both sides underestimated their requirements in artillery ammunition. Nevertheless, the old mistakes recurred elsewhere. In August 1914, the Russian Second Army, invading East Prussia from the south, was hurried ahead of its supply echelons through poor country and came almost to a standstill before making contact with the enemy. This exhausted, ill-fed army lost 120,000 prisoners and 500 guns at the battle of Tannenberg at the end of the month. The campaigns in Gallipoli and Mesopotamia reproduced some of the Crimean failures—and for the same reasons—in the evacuation of casualties, the

² We had used traction engines in the South African War.

delivery of supplies, and in the despatch of more ships than could be handled at the base port (Basra).

Lord Allenby's two offensives in Palestine furnish outstanding examples of flexibility and mobility attained by organization, good administration, planning, and efficient execution in the face of difficult conditions. In the first case, the striking wing was allotted 30,000 camels for the carriage of water alone and was also temporarily reinforced by the transport belonging to the formations opposite Gaza, left to subsist on dumps. In the second case, thorough preparation ensured the secret concentration of the formations detailed for the breakthrough and the provision of all their requirements. The cavalry divisions intended for the pursuit had animal transport; supply forward from railhead, and later from refilling points stocked by sea, was carried out by mechanical transport. Nevertheless, the cavalry, who moved great distances at speed, were forced at times to subsist men and animals partially on the country. In this they differed from modern mobile formations who, unless supplied with fuel, must stop. It is worth remembering that the 5th Cavalry Division marched 550 miles and fought four considerable actions in 38 days, losing only 21 per cent. of its horses from all causes.

A feature of the 1939-45 war was the introduction of supply by air transport on a large scale, first used by the Germans in 1940 to re-fuel their armoured formations. The British Army had profited by previous experience and the organization usually proved sufficiently flexible to meet varying conditions. Modifications in method were made as necessary—thus the system of 'field maintenance centres' was developed. Then the organization of supply by air to supplement other forms of transport was a dominant factor in the rapid and decisive successes of the final campaign in Burma. There was, however, a failure in Malaya where the divisions, provided only with mechanical transport, were tied to the few roads and so were unable to operate at any distance in the jungle.

We are reminded of the limitations imposed by administrative factors by the operations of the First Army in Tunisia during November-December, 1942. The shocking failure to provide winter clothing and the near breakdown of German transport and supply during the Autumn of 1941 in Russia is another example. According to Guderian, the deficiencies in supplies would not have occurred had cross-country vehicles been available, at least for the mechanized formations. Lack of sufficient effective transport hampered our early operations in Libya, especially in 1941, after 8,000 vehicles were taken for the political campaign in Greece and lost there. Later, the pursuit after El Alamein had to be carried out with progressively smaller forces owing to the distance to be covered, in spite of the fact that the best use was made of available resources which, unfortunately, did not include transport aircraft. For similar reasons the American Third Army became virtually immobilized in Lorraine at the end of August, 1944.

Though the history of most of the operations of this vast conflict has yet to be written, it is possible to conclude that the difficulties of administration have, if anything, increased and that the factors of time, space, topography, and climate are no less significant than they have always been. All this throws greater responsibility upon the staff. The following may also be observed:—

(a) The swollen headquarters and the size of base installations as well as the growth of the tail of modern armies.

(b) That mobility and flexibility can be hampered by an excess of equipment and vehicles in the forward area.

(c) The problems of getting the large quantities of fuel required to the right place at the right time, and thereafter of preventing its capture or destruction by the enemy.

REFLECTIONS

Morale is lowered, endurance is reduced, and unnecessary losses are incurred by insufficient food, unsuitable clothing, and inefficient medical services. The culmination of these may lead to disaster or at least to failure to attain the object as, for instance, in the campaigns of 1812 and 1941 in Russia. Though the strategy of the Crimean campaign was sound, early administrative failures prolonged the war, but that no *débâcle* ensued is due mainly to the troops and the inactivity of the Russians. We have seen that Napoleon III's plans for 1870 came to naught at the outset because his organization and administration failed, while on the German side the opposite was the case. Examples have been quoted to show what a dominant part good administration, planning, and flexible organization played in securing victory in Palestine. Others show the limitations imposed by too little or unsuitable transport and that old mistakes recur. It is clear that living on the country is not a feasible proposition in the case of modern armies. It may be argued that mobility could be maintained by fuel, etc., captured from the enemy, but this is a risk which cannot be calculated.

It is not only poor administration which can have an adverse effect on operations. Over-insurance and the desire to provide amenities for armies in the field on an extravagant scale leads to a swollen tail and loss of mobility. It sometimes seems that armies are becoming cluttered up with para-military personnel and non-combatants resembling the camp followers who were the bane of armies until the middle of the XIXth Century. In fact, according to press reports, the proportion of tail to teeth in American forces in Korea was nine to one. A sense of proportion is essential, and some effort to reduce the size and complexity of the vast headquarters which still exist is surely needed.

In contemplating the future it is a fair assumption that, just as the cumbersome methods of supplying XVIIIth Century armies failed in the new era following the French Revolution and the rise of Napoleon, so will an over-elaborate and rigid supply system come to grief in a future war in which atomic weapons are employed. A corollary is that flexibility is likely to become more important than ever, as the aim will be to avoid presenting a worth-while target such as large concentrations of armour and transport or field maintenance centres. Thus it may be that Napoleon's recipe, "separate in order to live and unite in order to fight", will have to be applied again. Deception and dispersal of installations in rear areas will become more necessary even than in 1939, when the B.E.F. began moving to France under the threat of heavy German air attack. In considering modifications of methods, the object should be to ensure *mobility*, *flexibility*, and *simplicity*. New means must be introduced, such as supply of essentials by helicopters, development of cross-country vehicles, and mechanical aids to quick loading and unloading.

CONCLUSION

Many years ago Marshal Foch taught that: "War, like all human activities undergoes changes, it does not escape evolution." It is only by studying the past that we are able partially to foresee the future and to consider the different methods and means which changing conditions demand. Knowledge of normal systems is a firm basis for improvisation.

An attempt has been made to indicate how important it is to study and appreciate administrative problems in war, and to stress the fact that good administration is one of the requisites of mobility and victory. It has also been shown that old mistakes recurring still lead to reverses and to disaster. This knowledge of the past, properly applied, will assist in solving the problems of the future. In any case, the fact remains, and will remain, that war is primarily a matter of movement and maintenance and that both require the exercise of forethought and long-distance planning.

We may be near the time when the mass-armies of the present will have played out their part. Their smaller successors must necessarily be hard-hitting and mobile in any conditions of climate and terrain. These forces cannot fulfill their role unless given a flexible organization and supported by efficient administrative arrangements.

THE ABOLITION OF THE SALE AND PURCHASE OF ARMY COMMISSIONS

By BRIGADIER-GENERAL SIR JAMES EDMONDS, C.B., C.M.G.

TO the present generation a statement in a recently published book, *The Reason Why*,¹ is astonishing. It is that 100 years ago, Lord Cardigan, who commanded the Light Cavalry Brigade in the Crimea, had paid between £35,000 and £40,000 to obtain the lieut.-colonelcy of the 15th Hussars, and that Lord Lucan, commanding the Cavalry Division, had paid £25,000 for that of the 17th Lancers. The Army of to-day can scarcely realize that once upon a time officers' first commissions and steps in rank up to and including lieut.-colonel, in the Cavalry, the Guards, and Infantry, were purchasable—the system never obtained in the Artillery and the Engineers, nor in the Navy and the Marines.

The above-mentioned sums seem to have been what were called "fancy prices", for Mr. Hammersley, of Cox and Co., the army agents, who managed the financial transactions of the purchase system, stated in evidence before the Purchase Commission² that the highest price paid for a cavalry lieut.-colonelcy that he knew of was £18,000; this was confirmed by other witnesses who stated that £14,000 was the average price.

To put the matter shortly: in the purchase arms, first commissions could be obtained by payment, or by nomination by the commander-in-chief to a vacancy created by death, or on augmentation; and similarly for promotion to the higher regimental ranks. There was no retired pay except for generals; against this must be put that on promotion to the generals' list a colonel forfeited his purchase money. If an officer were killed in action, his purchase money was similarly lost, the next senior gained a step for nothing; but provision was usually made for the widow—with due regard to a means test.

Purchase was abolished in July, 1871, and as I was commissioned exactly ten years later, in the early days of my service many of the captains and field officers had gained their rank by purchase. Naturally, I was curious about this strange custom, which seemed to reserve advancement for the rich, and asked many questions about it; I did not know then that certain civil appointments were to be bought—an "Act for the further prevention of the Sale and Brokerage of Offices" passed in 1809, extended "to all commissions, civil, naval, or military"; and I was not aware that at one time honours were on sale at £40,000 for a peerage, £25,000 for a baronetcy, and £10,000 for a mere knighthood.

The most remarkable thing was that everybody I questioned was contented and satisfied with the system; there was the apparently irrefutable argument

¹ A picturesque account of the Crimean War with special reference to the Charge of the Light Brigade, by Mrs. C. Woodham-Smith.

² The facts in this paper are taken from:

(1) The "Report of the Commissioners appointed to inquire into the Purchase and Sale of Commissions in the Army", 1857. Quoted as "Commission I".

(2) The "Report of the Commissioners appointed to inquire into Over-Regulation payments on Promotion in the Army", 1870. Quoted as "Commission II".

(3) An article in the Journal of the Society for Army Historical Research, Vol. XII, by the late Brigadier-General H. Biddulph, founded on the papers of his father, General Sir Robert Biddulph, who was the last Commissioner for the purchase of commissions.

that promotion was much quicker in the purchase arms than in the Royal Artillery and Royal Engineers, where it went by seniority and took about 30 years to reach the rank of lieutenant-colonel. In the Infantry, the average was officially stated to be 23 years, and in the Cavalry, 18 years. One now knows that purchase alone was not the cause of the disparity; for 30 years after its abolition the difference was much the same. Of my Staff College batch, Haig (Cavalry) reached his regimental lieutenant-colonelcy in 15 years; Allenby (Cavalry) in 18 years; the Royal Artillery of my Woolwich class, 26; I, in the Royal Engineers, took 25; and the Infantry were still about 23. The Commander-in-Chief, H.R.H. the Duke of Cambridge, told Commission I that he was not "wedded" to purchase, but "never have seen anything else proposed which in my opinion would make for the advance of the Service. It was not good in principle, but was workable".

From quite another point of view the governing classes favoured the system. In defending it, Palmerston said in 1856: "If the connection between the Army and the higher classes of society were dissolved, then the Army would present a dangerous and unconstitutional appearance. It was only when the Army was unconnected with those whose property gave them an interest in the Country, and was commanded by unprincipled military adventurers, that it became formidable to the liberties of the nation". Earl Grey informed Commission I that the purchase system was "a very great security against the Army ever being abused so as to become a source of danger to the political liberty of the Country, as might happen if the Army was officered by mere soldiers of fortune". It must not be overlooked that 100 years ago, many remembered fears of a Napoleonic invasion, and "Boney" was being used to frighten naughty children.

The same thought seems to have been in the minds of the fathers of the American Commonwealth when they chose Washington, the richest man and largest slaveholder in Virginia, to be Commander-in-Chief. He had only seen a little, unfortunate frontier fighting as a young man 16 years earlier, and had not served in the recent Seven Years War or in the Pontiac Indian War. The instructions to the New York provincial delegates ran that the C.-in-C. "must be a man of fortune that he may rather communicate luster [*sic*] to his dignities than receive it, and that his Country, in his property, his kindred, and connections, may have some pledge that he will faithfully perform the duties of his office." One of the first half dozen generals selected was Schuyler, said to be the wealthiest man in New York.

Strange as it may seem, the Royal Artillery witnesses before Commission I—no Royal Engineers were called—protested complete contentment with their non-purchase system of promotion by seniority; for frequent augmentation of the arm had given many steps and £32,000 (soon raised to £48,000) was available to provide retired pay of £600 p.a. for lieutenant-colonels. Similarly, £10,000 for the Royal Engineers induced some senior officers to retire. Unless included in the list of some 50 annuitants there was nothing for the old and infirm but the half-pay list. Commission I was told by a witness that the Ordnance Corps were filled with "officers beyond the age at which they were fit to perform the duties of the ranks which they held", while in the purchase arms the average age was lower than in any other army. Even in 1881, all ranks looked very old, perhaps because they were heavily whiskered—Kitchener was still a lieutenant with 13 years service.

The representative of the Treasury at Commission I, Sir Charles Trevelyan, made a number of proposals, most of them adopted in 1871, to show that if purchase

were abolished, the officers who had bought commissions compensated, retired pay introduced, and army remuneration revised—i.e., reduced—considerable economy to the public could be effected.

All the many officers questioned were opposed to the idea of the introduction of selection, as merely leading to favouritism. General Sir Duncan Macdougall, a soldier of much active service, went so far as to say that selection in peace-time would "produce disgust and dissatisfaction, and would be very prejudicial". Yet selection existed: for the major-generals were selected from the colonels' list, although further advancement to lieutenant-general and general was by seniority. Promotion to field-marshal was again by selection. Appointment to the staff was by pure selection, and five years service on it usually carried a brevet, at least a step towards the colonels' list.

It may be added that 'rejection' existed, and lieutenant-colonels were not advanced to the colonels' list if considered inefficient or unfit. As on promotion to major-general a lieutenant-colonel's purchase money was forfeited, many preferred to retire by sale of their commissions whilst they could; for if not employed and not a titular colonel of a regiment, a major-general received only £1 5s. a day. Thus, few but wealthy men or favourites were to be found on the generals' list.

In those past days the Army was hardly the place for a poor man. It was stated before Commission I that on joining, after a considerable outlay on an expensive outfit—including portable furniture—a cavalry officer required at least £300 a year allowance, an infantryman £100 to £150. The pay of an ensign was 5s. 3d. a day; a lieutenant, 6s. 6d.; captain, 11s. 7d.; major, 16s.; lieutenant-colonel 17s.

The regulation price of commissions was, in the Cavalry, first commission, £619; lieutenant-colonel, £6,702; in the Infantry for these ranks the prices were £450 and £2,500; but illegal over-regulation prices were paid, a point which will be dealt with later.

The origin of purchase goes back to Charles II. At the Restoration he formed a body-guard of his friends, and eventually allowed them to sell their positions. The first recorded purchase is one by Charles himself, of a colonelcy in the Guards for one of his natural sons. A Royal Warrant of 7th March, 1683, regulated purchase, giving officers the right to sell their commissions, both parties to the transaction paying 1s. in the £ to the Paymaster-General for the benefit of Chelsea Hospital.

William III abolished purchase; but permitted its restoration in 1701. The prices were first fixed by Royal Warrant in 1719; changes were made from time to time—the tariffs are given in an appendix to the Report of Commission I. Thus, in 1719, a first commission as ensign in the Infantry cost £170 to £200; in 1766, it rose to £400, and continued at that figure until 1821 when it was raised to £450, at which it remained.

At first no conditions were imposed; a parent who had sufficient influence could get the name of his recently born son on to the C.-in-C.'s list of applicants for commissions, and the boy could by purchase be commissioned at quite a tender age and be a lieutenant-colonel at 18. But in the course of time age limits were imposed. In a history of the Viceroy's of India by Lord Mersey, it is stated that Lord Cornwallis, of the Yorktown surrender, was a lieutenant-colonel at 21; and the Marquis of Hastings, the Lord Rawdon of the War of Independence, at 24. Everyone knows that Field-Marshal the Duke of Wellington was commanding a battalion at 26,

having served six and a half years. This kind of rapid promotion continued until 1809, when it came to public notice that Lord Burghersh, heir of the Earl of Westmorland, had gained the same rank in six years and two months. It was then laid down that to hold captain's rank an officer must have three years service; major's rank seven years (two as captain); lieutenant-colonel's rank nine years (two as major).

There seem to have been two principal ways to achieve this rapid promotion—open of course only to men who had money to put down and had influence at the Horse Guards. The first was to be commissioned in the Guards, a very exclusive society, which possessed the high privilege that its captains on promotion to that rank became *de facto* lieutenant-colonels in the Army. The fortunate youth then for "a very considerable sum" (Commission II) exchanged with a lieutenant-colonel in command of a line regiment, and gained substantive rank. Exchanges between a "lieutenant and captain" of the Guards and a substantive captain in a line regiment were "not infrequent", the "sum usually paid is about £2,000." General Sir James Simpson, Chief of Staff and then C.-in-C., in the Crimea, in giving evidence said that he purchased his ensigncy in the Guards, got his lieutenantcy (carrying the army rank of captain) on augmentation of three companies, and "then I purchased my lieutenant-colonelcy unattached", that is on the half-pay list, after 14 years service, and then exchanged with the lieutenant-colonel of the 29th Regiment.

The second method was for a full-pay officer to exchange with an officer of the rank immediately superior to his own on the half-pay list. "The purchasing officer obtained a step in rank and afterwards was brought back to full pay by his appointment to a vacancy if he had any distinguished service, or by exchange with an officer on full pay, for which a bonus was given" (Commission II). It was by such means that the Duke of Wellington had gained his early advancement. The practice was not forbidden until 1861.

There were several ways by which favourites could be pushed on to the lieutenant-colonels' list; and after three years on it all of that rank, either army or regimental, except a few rejected as unfit, or "not eligible" passed automatically to the colonels' list from which the major-generals were selected. The appointment of A.D.C. to the Sovereign, of inspector of militia, and of other jobs, carried the rank of lieutenant-colonel; there were brevets for distinguished service and, as already mentioned, for service on the staff. It may be interpolated that for training staff officers the 'Senior Department' at Sandhurst (the embryo of the Staff College) provided a course; but as a witness before Commission I said, "very few men who got 1st Class Certificates at Sandhurst have ever been employed on the Staff". The course for cadets at the College gave them some preparation for the military career; it did not result in a commission, but only in the names of suitable candidates being put on the C.-in-C.'s list of applicants.

Commission I elicited information of a few hard cases brought about by purchase. Mr. G. was the second senior lieutenant of the 43rd, and was commanding a company on board the *Birkenhead* when she sank with the troops whom she was bringing home. He was all through the Kaffir war. Seventeen places below him was Lord E.C., second on the ensigns' list, who remained with the regiment until promoted to lieutenant, when he immediately exchanged into a regiment at home and was 'selected' for a lieutenant and captaincy in the Guards without purchase, and thus was able to exchange back as a captain, and became senior to G.

But there was one hard-and-fast rule; no officer who was prepared to pay the regulation price for the next rank could be passed over. If he refused to pay more, and someone below him was willing to do so, he blocked promotion and became unpopular, and generally received a hint to retire. A case was mentioned in which a captain who could produce the over-regulation cash passed over the heads of three brevet majors and another captain without their raising any protest.

This brings the subject to 'over-regulation' prices. They were strictly, legally, and penally forbidden; certificates had to be signed that no more than the regulation prices had passed hands. All this, however, was easily got round by putting nothing on paper, regarding the payment as a debt of honour, and not making it until all certificates had been signed and the exchange gazetted. This was current knowledge, and the sum paid was "as thoroughly well known and understood, and nearly as fixed in each regiment as the regulation price"; in the Cavalry about double and in the Infantry about two-thirds above that price. In 1866, it may be said, the over-regulation price was recognized when the Royal Warrant fixing the prices of commissions omitted any express prohibition of payment in excess. No prosecution was ever instituted.

But the prospect for a poor man was not quite as bleak as it looked. First, a number of non-purchase commissions were given, and non-purchase steps arose on augmentation and by death vacancies—half of these, however, might be filled from the half-pay list. A non-purchase officer wishing to retire could, after 20 years' service, sell the commission for which he had not paid; if he had served less than 20 years he was awarded £100 for each year of service. After 21 years' service, any officer could, for his own convenience, go on the half-pay list for the rest of his life (a captain's half-pay was 7s. a day); after 30 years he could retire on full-pay.

Then there was the Military Reserve Fund, particularly intended to assist officers on the half-pay list, e.g., it would capitalize the half-pay of anyone who was going to live in a colony. It was built up of 'differences' and other deductions. Thus, when an officer bought a step he paid the full price, but the seller received it less the difference between the prices of the two commissions in the case; thus the price of an ensign's commission being £450, and of a lieutenant's £700, the seller got £450 and the balance of £250 went to the Fund. A similar deduction was made when an officer exchanged to the half-pay list. In 1856, the fund had a balance of £80,000.

Confidential reports on officers were not rendered. A general inspected every unit twice a year, and as a matter of form reported on its state, and on the officers as intelligent and competent and fit for promotion to superior rank—or otherwise.

Of candidates for commissions no more was expected—and this not until 1847—than that they had had the education of a gentleman. A lieutenant before promotion to captain was supposed to pass an examination; but the procedure was said to be worthless and ridiculous. This is probably very true; for when I sat for this examination in 1883, the president of the board, a major, sent away the two members and then said, "I had a hard day's hunting yesterday and may drop off to sleep. The books of reference are on the table. I see that you have to sign a certain certificate. To make sure we don't forget them, you had better sign them now and hand them in". And it was so. This sportsman told his friends that his first confidential report had been "A gentlemanly man, fond of hunting".

Commission I did not advise the abolition of purchase, and made only a few small recommendations: that lieut.-colonels should be selected and should not hold command of a regiment for more than "eight or perhaps ten years"; that there should be a strict examination before granting a first commission, and improved training afterwards, and a further examination before promotion from ensign to lieutenant; that improvement in the education and military training of the staff should be introduced; and that to insure uniform fairness and impartiality, inspectors-general should be appointed.

No action was, however, taken on these recommendations, but in 1858 a rule was made that a commanding officer must retire at 60.

In 1868, Mr. Gladstone came into power for the first time, with Edward Cardwell as his Minister of War, and, in April, 1870, Commission II was appointed, nominally to report on the custom of over-regulation prices for commissions. It took further evidence, and in its report condensed the information collected by Commission I. An estimate was made that the total value of all full-pay commissions was over £7,000,000; that £3,577,325 was "the total sum at present invested by officers in their commissions in excess of the regulation price"; and that there had been "a tacit acquiescence in the practice, amounting in our opinion to a virtual recognition of it by civil and military departments and authorities".

A Bill for abolishing purchase was introduced, giving compensation to every officer who held a saleable commission, including the over-regulation price, and was approved by the House of Commons; but it was wrecked in the House of Lords. The Government advised the Queen to abolish the system by Royal Warrant, and the Lords then passed the Bill without Mr. Gladstone having to advise the ennoblement of a battalion of the Guards—as suggested by Sir Alan P. Herbert on a later occasion.

The Bill affected 6,938 officers, 5,572 of them on full-pay, and the total value of their commissions was estimated at £14,000,000 (£3,500,000 over-regulation). Commissioners were appointed to carry out the business of compensation. Actually, only 3,599 officers received money, amounting to just £6,000,000; the others accepted the new conditions. The last officer to receive compensation retired in 1910, having joined in 1871, before the Bill became law.

THE SOCIETY FOR ARMY HISTORICAL RESEARCH

By T. H. MCGUFFIE

ALTHOUGH the Society for Army Historical Research was first launched in 1921, its origins can be traced back to the efforts in 1913 of Colonel Cyril Field-Royal Marine Light Infantry. He then put out definite suggestions for a society which should have as its main purpose the publishing of material on British military history. By the Summer of 1914, some 150 people had formally expressed their personal approval of the notion. However, just as war always 'mucks up proper soldiering,' so the 1914-18 War interfered with Colonel Field's endeavours. Not until 3rd June, 1921, did 22 determined men, under the chairmanship of Lieut.-Colonel Sir Arthur Leetham, meet in the Royal United Service Institution and decide to form a society and proceed with the publication of a journal, provided that 80 subscribers could be found who were willing to risk 10s. each to pay for the first two numbers.

In September, 1921, the first number of the Journal was published, with the support of 153 members. Since that date, the Journal has been in regular quarterly publication and, by the end of 1953, 128 numbers in 31 volumes have placed on permanent record a great quantity of material of indispensable value to military historians and of very considerable importance to all students of our progress and vicissitudes during the last 300 years.

The principal function of the Society is to publish its Journal. There is an annual general meeting, there are sometimes lectures, but the production of the Journal is the first aim. The Society is honoured by Royal patronage, through the gracious acceptance of the position of patron by H.R.H. the Princess Royal, who succeeded H.R.H. the Duke of Connaught and of Strathearn. Presidents have included Viscount Dillon, Lord Cottesloe, and Earl Wavell; and the Marquess of Cambridge holds the position today. It is of interest and importance to note that the annual subscription is still fixed at one guinea, at which figure it has remained unchanged since 1921, for the four numbers of each volume.

On the whole, the appearance and arrangement of the Journal have altered very little during its existence. There are articles of various lengths, with a special section devoted to notes, questions, and replies. From the earliest numbers there have been included many illustrations, sketches, drawings, maps, plans, and diagrams. As the Society became more and more firmly established, with an expanding membership, coloured illustrations began to appear with regularity, and it is now usual to start each quarterly number with a plate in colours as frontispiece and to include half-tone and other plates and drawings.

Since it is the history of the British Army which is the primary concern, it is natural that the bulk of the articles printed deal with the period of our Standing Army from 1660 onwards; and, because research is the object, it is easy to understand why, on the whole, the year 1900 is the nearest point in time. There are, however, many exceptions to these generalities, and readers will find now and again such items as an article on "Fore-runners of the Army Council" (quoting William the Conqueror as the first C.I.G.S.), and others on practice with the crossbow, Harold Hardrada's strategy in 1066, and XVIth Century military music, besides accounts of several mediaeval battles. Moreover, it is not at all unusual to find information about very up-to-date matters. Often in this rapidly changing world of mechanization and reorganization, when regimental affairs and outlines tend to become somewhat blurred or ignored, it

is only in a metal arm-badge, a piece of cloth, a flash, or a coloured cord that any easily recognized link remains between the soldier of today and his predecessors in time.

Military history is in some ways the most difficult and dangerous of all history to write, but the aim of the *Journal* is to endeavour to be as accurate as possible: accurate in description, accurate in quotation, accurate in illustration. One of the chief purposes is to place on permanent record, and in such a shape that they will be accessible in well-edited and dependable form, as many as possible contemporarily written accounts of military importance. Personal diaries, letters, unusual or illuminating bills and accounts, the preservation of day-to-day routine details, are of absorbing interest. Besides giving additional and new information concerning such figures as Marlborough and Wellington, there is much of human and national importance in a private soldier's story of any campaign, or the way in which a trooper loaded his carbine or put on his cross-belts. Even with the larger figures, such matters as the height, and colour of hair of the Iron Duke, or the exact weight of Sir John Moore, have their worth.

On the matter of military uniforms, it is no exaggeration to say that in the last 30 years the Society has done unequalled work in untangling and making plain the main outlines of a fascinating study. Many articles have been published on this subject. Hundreds of reproductions, often in vivid and accurate colour, are to be found, showing not only portraits of many different times and regiments, but the actual uniforms, weapons, and accoutrements our soldiers used and wore. Many of these pictures are of intrinsic beauty; Gainsborough and Raeburn play their parts; Morier, Hamilton Smith, the Dightons, are all there in profusion. The *Journal* has recently published a considerable number of very striking paintings by Dubois Drahonet, from the Royal collection in Windsor Castle. There are other more modest pictures, too, of privates and non-commissioned officers, of importance because hitherto unknown details are clearly shown. One article was written round the many portraits of General Wolfe; another gathered the history and paintings of his death, and discussed their authenticity; and others dealt with prints or water-colours of Quebec, then and later. There have been many articles on military prints. A long series was run on Fenton's Crimean photographs; in fact, early photographs have great contributions to make, especially those dealing with short-lived units. A good deal of work has been done on both Regular and other units in the Commonwealth, not only on their uniforms, but on their histories. 'The garb of old Gaul,' with its attendant dirks, pistols, and sharp-edged weapons, makes perennial appearances in the *Journal*, arousing much discussion in its pages and, with its own inimitable appeal, not at all confined to those of Highland origin.

Actual uniforms and concrete relics are also dealt with, photographed, and described. An occasional fake is exposed. Weapons of interest, naturally, and photographs, diagrams, and drawings of firelocks, cannon, swords, powderhorns, bullets, and bayonets, with carefully documented descriptions and explanations, have made the *Journal's* pages a mine of authoritative information.

Collectors have their place in any study of military history, and the Society has attracted to it many well-known and successful experts on such subjects as shako-belt and helmet-plates, medals, buttons, and badges of many kinds. Their articles, illustrated with half-tone plates, are of absorbing interest.

As far as articles on more general topics are concerned, there is an immense variety. Some articles on subjects which have rarely been tackled are serialized,

sometimes over more than one year. Thus, a survey of the many foreign regiments which were in British service during the French wars, took over two years to publish; it covered not only the individual units, with their widely varying origins and fortunes, but their services in the different theatres of war, as well as their uniform details, illustrated by drawings based on contemporary and authentic information.

Another group of articles is that which treats of the many sources where military material can be found. Some important bibliographies have been published. One long series dealt with detailed information taken from the inspection returns at the Public Record Office, another with Statutes and Acts of Parliament relating to the Army. Calendars of records and histories of militia regiments and volunteers have put the results of long years of enquiry at the service of future students of these subjects. Reports on military material in published collections of papers or in the great libraries will save hours of work for those who use them. Each year an index to the *Journal*, printed at the end of the volume, gives guidance as to the subjects treated. There is also a general index to the first 12 volumes, and a second general index just published covers the next 17 years. Thus, any enquirer has a good deal of assistance at hand in opening his quest.

Some definite advances of knowledge have been made concerning campaigns and activities hitherto little studied. For example, for many years several of the members have been patiently putting together, from a wide variety of sources, information about the Standing Army in its earliest years. Political distrust of the Army, constitutional problems of the highest importance, and other complex influences have constantly obscured military issues in Great Britain, and never have they been more active than in the period from the Civil War to the times of the first Hanoverian kings. Light has been thrown on the relation between the old Parliamentary and Royalist armies on one side, and the first Standing Armies of the end of the XVIIth Century on the other. Much has been made clear about the campaigns and military arrangements of Charles II, James II, and William III. The War of the Spanish Succession has also attracted attention. Even in the much better known and more easily documented periods, such as the multifarious activities centring round the War of American Independence or that against Napoleon, careful work has brought out many important aspects hitherto unknown, dealing with the raising of regiments, recruiting, the work of army agents, billeting, or financial arrangements, pay, purchase, allowances, and prize-money.

On occasion, the discovery of particularly interesting material has resulted in the publication of special numbers, of which there have been, up to date, six:—*Tangier—1680, Cavalry in the Corunna Campaign*, and *A Royal Dragoon in the Spanish Succession War* deal with regimental and personal matters; *The Orderly Book of Lord Ogilvy's Regiment* with routine in one of Prince Charles Edward's units; *The Badges of Warrant and Non-Commissioned Rank in the British Army* brings an interesting story from its XVIIth Century beginnings up to 1947; and the reprinting of *The Army List of 1740* has made its mass of information widely available.

The section of the *Journal* given over to notes, questions, and replies is in effect the open forum whereby members and others can exchange information, make contact with others interested in like subjects, and place their erudition on particular points at the Society's disposal. It may be mentioned that a great deal of correspondence between members takes place privately on these lines, in addition to that which goes into print. The variety of subjects dealt with is exceedingly great,

ranging from military roads or messing regulations to the origins of army slang or regimental marches.

Perhaps this is a good moment to make it clear that all the work done for the Society for Army Historical Research is voluntary. None of the officers or writers is, or ever has been, paid for his services. Contributors always go to a great deal of trouble to get their articles accurate, but they do so entirely at their own expense. Yet there is never any shortage of material, and, on occasion, members have cheerfully borne additional printing expenses themselves in order to ensure that their work was adequately illustrated or displayed.

On looking back over the roll of those connected with the Journal, it is remarkable to see how wide has been their range and how high their accomplishment. It is true to say that every military historian of note in the past 30 years has been closely linked with the Society, and that the great majority of them have published, often extensively, in its pages. In such an article as this it would be invidious to mention contributors' names individually, but the proof will be found when consulting the now quite long rank of bound volumes of the Journal, many of them out of print. With the well-known names will be found many others of less eminence, all working together with spirit and informed knowledge. A further pleasing feature is that a good proportion of the writers are young men, training on to take over from those already established. A high standard is aimed at in the articles; facts must be disciplined with severity in such a study or all will be swamped under a shower of detail and unrelated instances. In discussing these standards, tribute must be generously and properly paid to the two first honorary editors of the Journal and to its first honorary secretary and treasurer; between them Lieut-Colonel J. H. Leslie, Mr. W. Y. Baldry, and Mr. A. S. White managed the Journal of the Society for the first 31 years, and whatever virtues this article claims for the work of the Society are due to them and to their supporters.

Two other branches of activity remain to be noticed; book reviews and work with museums. Book reviews have been printed in the Journal since its earliest days, though the survey cannot claim to be exhaustive. Always a book is examined from two standpoints: what is there in it to interest the Society's readers and how much can it be trusted from a research aspect? In a study which, without care, tends to become cluttered up with sentimentality and loose thinking, it is important that the shoddy or pretentious should be taken to bits and exposed, and that everything that can be done should be done to raise the general standard of military writing.

Since 1949, a separate museum supplement has been issued with the numbers of the Journal. Regimental museums and others have willingly co-operated, and through the Supplement and Museum Committee, founded in 1936, knowledge has been spread about methods, activities, techniques, and fruitful developments of regimental museums.

In all the work of the Society and Journal, it is evident how much is owed to the generous co-operation of all the great libraries, depositories of public and private papers, museums, and other institutions of learning in this Country and elsewhere, to other journals with kindred interests, to galleries and dealers, to regimental organizations of all kinds, and to a great number of private persons who have willingly given from their stores and garnered wealth of military material. Relations have always been particularly close with the War Office Library and its staff, and with the Royal United Service Institution. The great Commonwealth museums and stores

of archives also allow members much freedom, and have assisted their researches. Similar bodies in America and on the Continent are sympathetic, and have given generous aid. Signs of the way in which the Society's reputation has spread can be seen in the list of members, who include every rank and who live in widely separated quarters of the globe.

There is still much to be done, and particularly at this time. When it is easy to collect information and when 'everyone' knows about a subject, that is exactly the moment to gather all the facts together. It is rarely effected. The result is that in ten or 20 years' time what is now obvious will have become obscure and perhaps impossible to establish. Our old voluntary Army is now a matter of record, and it is important that we should collect and hand on to our successors the material from which they can write its history. It is even more important that military documents of the past should be preserved and recorded. The shocking destructions due to ill-conceived salvage drives cannot be repaired, but we can at least see that they are not repeated. In country houses, in hoarded boxes of old family papers, in private hands, or in shops of many kinds, there are documents of importance and significance. Quite recently, one of the earliest known manuscripts dealing with our Sepoy forces came to light accidentally in this Country; some estimates casually preserved amongst family bills completely cleared up many obscurities in Hussar uniform and equipment at the time of its first introduction; personal and contemporary correspondence on all sorts of matters of policy and implementation lies hidden and unread. There is so much to be done.

Since the publication of the 'classic' histories, modern research has brought to light much new material. There is scope for re-assessment of accepted accounts of our campaigns and achievements. The whole domestic side of our army history has hardly been touched. Finance should be looked at, too. The history of recruiting, though now being studied, has long been neglected. The battery records of the Royal Artillery have recently received expert attention, but even here the story is not quite complete. Perhaps some material has gone for good, but if we search hard for the truth we shall probably find it. When it comes to the human side of history there is no end to the possibilities. All stories written by soldiers have their qualities and some of them possess very considerable literary merit.

The Army has never possessed a body quite comparable with the Navy Records Society, whose whole work is unique, nor does the Journal of the Society for Army Historical Research wish to enter into competition with it. But, if sufficient members joined, the Society could publish *in extenso* much more than it can do at present. There is, for example, actually in process now of being transcribed an excellent collection of personal and immediately contemporary letters by a subaltern, with nothing edited or hidden about them, dealing with Peninsular cavalry actions; another member is writing up the papers of his forebears, who held high army rank in the XVIIIth Century; some other first-rate material lies, necessarily neglected, in regimental and other museums.

Shortage of finance is the only thing which holds the Society back. Two special numbers a year at least could be published, if opportunity arose, without straining the good will of members or raising the subscription. At the moment, the finances of the Society are fairly well balanced. It can just about maintain the present position. If the total rose to 2,000 subscribers, the Society for Army Historical Research would be able to make considerable expansion in very important ways. Enquirers who care to write to the Hon. Editor or the Hon. Secretary, c/o the Library, the War Office, Whitehall, London. S.W.1. are assured of a prompt reply.

THE INTERNATIONAL SITUATION¹

By A. K. CHESTERTON, M.C.

EUROPE

THE NINE POWERS' CONFERENCE

THE centre of political interest during the last quarter has moved with dramatic speed from East to West. As predicted in these notes, the French National Assembly refused to ratify the proposed European Defence Community treaty, whereupon Washington went through the motions of conducting an "agonizing reappraisal" of its policy towards Europe. Several European politicians, led by M. Spaak, proclaimed that there was a grave danger of a United States' return to isolationism, leaving the West to its own devices. The danger was more imagined than real. Such serious damage was done to the Truman Administration by the charge that, through failing adequately to support Chiang Kai-shek, it was responsible for Mao's conquest of China, that no American Government within the foreseeable future would be likely to risk an accusation of abandoning Europe, even were it in America's interest to do so, which assuredly it is not. Nevertheless, it was in an atmosphere of crisis that the Nine Powers' Conference assembled in London, as though there were not a split-second to lose, to seek an alternative to the European Defence Community which would be acceptable to the French Assembly.

The solution was the so-called "Eden Pledge"—naturally it was a Cabinet decision—to ease French fears of Western Germany once her sovereignty was restored and her claims to a limited rearmament granted, by committing four British divisions, three of them armoured, or their equivalent in future striking-power, together with an important segment of our tactical air force, to the defence of Europe for the rest of the century. This unprecedented step, betokening a break with our age-old insular tradition, was warmly welcomed by the other Western European Governments, including those which had fought with such insistence for the European Defence Community. It also received the approval of the State Department and of Congressional leaders of both parties in the United States. Senator Wiley, chairman of the Senate Foreign Relations Committee, speaking in a B.B.C. programme, said: "I do not think E.D.C. is dead. A rose by any other name smells just as sweet." That is undoubtedly how European federalists regard the Nine Powers' Conference agreement—as the foundation of a bigger European Defence Community buttressed by Britain's military adherence, the desideratum which they had always deplored in previous plans.

BREAK WITH TRADITION

Whether or not the optimism of the federalists will be justified by events, there is no doubt that the revolutionary significance of the British Government's action is much better understood abroad than it is at home. M. Mendès-France, for instance, showed an exact appreciation of what it meant when, immediately after the agreement was signed, he broadcast from London to his own countrymen a message affirming that "Britain, by agreeing to maintain her troops on the Continent, has broken with an age-long tradition and given Europe a weighty guarantee of security. In agreeing to abide by the majority decision of the Brussels Treaty Powers on the maintenance or withdrawal of these forces, she has voluntarily renounced part of her sovereignty—an unprecedented step, an immense relief to many people." An

¹As deduced from reports up to 20th October.

even more emphatic statement by a former Prime Minister of France asserts that for the first time in her history Britain will "obey the rule of the majority". It is curious that so many Britons should have read assertions of this kind without any apparent dismay.

The machinery by means of which the British guarantee is to be given effect is, for political purposes, the Brussels Treaty, and, for military purposes, the North Atlantic Treaty Organization. It is proposed that the Brussels Treaty shall be amended in purpose—its original intention was to secure safeguards against a renewal of German strength—and extended to permit of the accession to the amended Treaty of the German Federal Republic and Italy. From being a purely consultative body, the Brussels Organization is to have powers of decision, particularly over the strength and armaments of the internal defence forces and police of the member countries on the Continent, as well as over the manufacture and level of stocks of their armaments. Great Britain will submit to this authority power of decision over the retention or withdrawal of the troops and air force formations which she has promised to maintain on the Continent. Command over these troops, as now, will be vested in the Supreme Allied Commander of the N.A.T.O. in Europe.

It is a matter of astonishment to some observers of the international scene that such relinquishment of authority by Britain over four divisions—a large proportion of her peace-time army—should have been accepted as a matter of course by British public opinion, with the solitary exception of that small section of it which believes that Britain's national sovereignty should be held inviolable. The general atmosphere of calm, broken only by the acclamation of enthusiasts, may lead in the functional field to further surrenders of sovereignty. There is already news of a closer British association with the Steel and Coal Authority, and if—as is considered probable—the agency for the control of continental armaments to be set up under the amended Brussels Treaty establishes its headquarters in London, many students of affairs are convinced that it will be only a matter of time before Britain becomes an integral part of the Brussels Treaty Organization, submitting to the same controls as the continental members.

Few people, it would seem, hold this to be an unduly high price to pay for German rearmament and for Germany's admission on more or less equal terms to the Brussels and North Atlantic Treaty Organizations. The present commentator would not be honest if he did not declare himself to be one of those few. Although the British pledge contains an escape clause covering certain overseas contingencies, the value of peace-time forces is their immediate availability—their potency rather than their use—in areas contiguous to their bases. When they are tied up by international agreement to the defence of one area, only a major crisis would enable them, without a general disturbance of Allied relationships, to be switched to the defence, active or passive, of another area. It is, in this writer's view, profoundly unfortunate that crack British troops for so long a period should be promised to Europe, where they will soon cease to be, in any but a symbolic sense, an important military factor, whereas at any given time they could well be a factor of immeasurable importance overseas or as a strategic reserve at home.

There is no cause to doubt that the immediate reason for the proposed departure from traditional British policy is what it is stated to be, but neither can one doubt that it fits with precision plans for the diminution of national sovereignty in favour of European and world federation. In as far as it coincides with the relinquishment of our overseas responsibilities, there is an urgent need for the Government to take the nation into its confidence as to what it conceives the British future to be.

THE FAR EAST

CHINA

As the result of a conference in Peking between high Russian and Chinese delegates, the Soviet Government has made some important concessions to China, including the abandonment of military control of Port Arthur. It also agreed to hand over all Russian shares in Chinese enterprises established with Russian aid, which is in line with its new policy towards several of the Eastern European satellites, and there are also provisions for a Soviet loan and for help in constructing a railway from Alma Ata in Soviet territory to Lanchow in China. Other railway construction to link Chining with Ulan Bator in Mongolia, planned two years ago, is now by agreement to be completed by 1955. The conference also decided to place on record a Sino-Russian "front" against "Chiang Kai-shek and his American advisers in Formosa" and—less explicitly—to concert propaganda for winning over Japan to the Communist bloc.

Facile headlines in the British Press, such as "Mao Outwits Russians", should not be accepted as a serious comment on the significance of these agreements. It would be more realistic to interpret them as a joint move to outwit the West, although if an advantage for one side or the other of the contracting parties is to be sought it is probable that it lies with the Soviet Government. Russia, for instance, was able to intervene in both Korea and Indo-China without committing a single soldier to battle. Should naval activity in Far Eastern waters now be contemplated, in furtherance of Mao Tse-tung's often-repeated pledge to 'liberate' Formosa, the fiction of the Soviet Union's non-involvement would be impossible to sustain if it continued to hold Port Arthur.

Alleged Russian fears that Mao will constitute himself the Tito of the East may be discounted. The position of China is radically different from that of Yugoslavia, where it was possible for Western aid, both economic and military, to be made available on an adequate scale to offset the dangers attending upon her break with Moscow. Red China, however, as a direct participant in the Korean conflict, and as an indirect participant in Indo-China, had had to mobilize on something like a war-footing, which has meant her complete dependence upon the Soviet Union for all but the lightest armaments and industrial replacements. That the Mao regime will imperil its sources of supply because of some theoretical taste for economic and military independence simply does not make sense.

No good purpose is to be served by refusing to face the fact that the Soviet Union and China have everything to gain by acting in concert and everything to lose by sundering their bonds. Friendship with Russia is the classic—and indeed inevitable—foreign policy for China, and the turbulence of the present world situation is an added reason for maintaining that friendship in a state of good repair. Moscow's relaxation of her Far Eastern controls shows that the Kremlin so well understands the necessity of Peking to adhere to the Soviet alliance that it can dispense with its former precautions. Decentralization in such a situation is an acknowledgment by Russia of Russian strength.

KOREA

Participants in the perennial disarmament discussions in the United Nations Assembly and elsewhere, based as they always are on "the need for some efficient system of inspection and control", can scarcely look for encouragement to the experiences of the Neutral Supervisory Commission in Korea. It is now established that every effort of this Commission to supervise the movement of Chinese forces, as

provided for in the Armistice Agreement, has been rendered futile either by trickery or by downright obstruction. Whenever there is a pretence of withdrawing these troops, they travel without any equipment except sidearms. The Neutral Commission now refuses to check the northward movement of troops because it is not allowed to supervise the heavy traffic southwards. As a spokesman recently remarked, there is nothing to prevent the Chinese withdrawing their soldiers for show purposes and returning them the same day or night to their original stations. This stratagem has been facilitated by the neat device of building a third railway from Mukden and also by making a detour line which by-passes the inspection point of Chongjin.

The one fact of which the official observers are certain is that no heavy equipment has been moved from the forward areas. In all likelihood Communist strength in Korea since the truce began is greater than it has ever been, whereas American strength is being rapidly diminished and there is no intention to alter the plans for the evacuation of British and Commonwealth troops. As supervision of Communist movements in a country as small as Korea has been made demonstrably impossible, it must be difficult for the disarmament debaters of the United Nations to place much faith in any system for the inspection of armaments in the huge Eurasian land-mass extending from the Elbe to the China Sea. Yet they continue to debate, as the observers in Korea continue futilely to 'observe'.

INDO-CHINA

Nothing succeeds like success. The cohorts of Viet-Minh, as they marched singing into Hanoi, received an ovation from the crowds lining their route. Sector by sector the French withdrew according to a carefully arranged time-table. The three French officers who had been supervising the movement stopped half-way across the Red River bridge, shook hands with the Viet-Minh commander and then, in the words of the special correspondent of *The Times*, "marched off into the grey dusk". Eight years of grim endurance and sacrifice to retain Hanoi within the Western orbit had failed, and it must have seemed to those French officers that Europe marched with them into the night.

Nor can the French find much reassurance when they contemplate the new regime in Southern Viet-Nam, which celebrated its 'independence' in what now seems to be the traditional form for countries 'liberated' from 'colonialism'. Mr. Ngo Dinh Diem, the Prime Minister, came into open conflict with the Emperor Bao Dai, who demanded that General Xuan be given a place in the Cabinet. This followed a violent quarrel between the Prime Minister and heads of the Viet-Nam Army. At the time these notes are being written it is not known whether or not the crisis has been resolved, but there is little evidence that the new dispensation, even supported by Western economic aid, will long endure the pressures that are certain to come from the north immediately the Communists have consolidated their gains.

S.E.A.T.O AND THE COLOMBO PLAN

The Western Powers, aware of the fragility of the Bao Dai Empire, brought into being the South-East Asian Treaty Organization with a view to setting bounds to further Communist expansion. It was intended by its promoters to be the Eastern counterpart of the N.A.T.O., but the reluctance of Great Britain and other non-Communist Powers to give it too definite a shape led to a considerable modification of its scope. There now seems to be a switch of emphasis from military to economic factors in buttressing the vulnerable countries on the Communist periphery.

The S.E.A.T.O., for instance, evidently contemplates the virtual taking-over of the Colombo Plan, which began as a Commonwealth venture but has since been enlarged to embrace all non-Communist nations in the Pacific, including Japan. Mr. Stassen, head of the Foreign Operations Administration of the United States, proposes that Congressional allocations to Indo-China, rendered superfluous by the ending of the war, shall be diverted into this channel.

This means, in effect, that the United States will become the dominant partner in the Colombo Plan administration. As the N.A.T.O. began as a military body and is now moving towards the economic 'integration' of its member States, so will the S.E.A.T.O. begin very largely as an economic body and perhaps acquire specific military functions under American command at the next remove. Whether or not such a development occurs, the projected use of the Colombo Plan as an organ of the S.E.A.T.O. is not without its significance for what remains of Britain's leadership in the Pacific.

THE MIDDLE EAST

IRAQ

Nuri-es-Said, Prime Minister of Iraq, extended his visit to Istanbul to coincide with the arrival in Ankara of a military mission from Pakistan. There is little if any doubt that this decision was made with a view to exploring still further the prospect of the adherence by Iraq to the Turco-Pakistan pact. Such moves are always interpreted by the British Press in terms of Arab League politics, but while inter-Arab relationships naturally cannot be excluded from the picture, they are not the decisive factor in determining the shape of the new Middle Eastern alliances. This factor is—dollar aid.

United States assistance is everywhere tracing much the same pattern and in most cases may accurately be described as the chief instrument of United States foreign policy. It so happens that the Pakistan Prime Minister and an Iraq mission are, at the time of writing, both in America discussing military aid. The result of the new relationships being created is that Washington tends to replace London as the centre of reference.

EGYPT

The Anglo-Egyptian agreement on the evacuation of Egypt by British forces and on the maintenance of a military base in the Canal Zone has now been signed. Although the negotiations have been long, the solutions seem to have been reached by the simple formula of conceding every Egyptian demand. Twenty months hence there will be no British troops in Egypt. Their place will be taken by 800 British civilians employed by private contractors at British expense to run a greatly contracted base on the Canal for a period of seven years. Other installations, including naval and air force bases, are to be turned over to Egypt and maintained at Egyptian expense. In theory both sets of bases may be 'reactivated' by Britain should there be an external attack on Turkey or any of the Arab League States. In fact, the British association with Egypt, which under the great Agents-General brought that country from a down-at-heel satrapy to a modern state, would appear to be at an end.

Problems affecting the Sudan remain. Elements of the Khartoum Government, although possessing a mandate for some kind of union with Egypt, now hesitate to forge too strong a link with Cairo, with the probable result that there will soon develop a fissure that might throw the country into turmoil. There is also grave disaffection in the south, where complaints against Arab dominance have turned into

a threat of secession unless grievances be redressed. Meanwhile, the Sudanization of the civil and military services is almost complete. Where technical advisers are required the tendency is to seek them from the world at large rather than suggest that the United Kingdom still retains the Sudan as a sphere of influence. Britain's superb record of service here, as in so many other places, has been brought to a close.

CYPRUS

No sooner was Britain's willingness to evacuate Suez made known than a clamour arose, among both Cypriots and those in the United Kingdom who wish her to be stripped of all overseas possessions, either for Enosis (the union of Cyprus with Greece) or for Cypriot independence. The Turkish minority on the island, which wishes the British administration to continue, affirms that the main drive for a change in status is largely Communist inspired. Certainly there is much more basic contentment with the existing order than recent agitations would suggest.

The British Government has made the firm announcement that there is no question of a British withdrawal from the island. We live, however, in strange times. While too tight a Governmental control over the B.B.C. is obviously undesirable, it seems curious that facilities should have been granted to the leader of the Enosis movement to broadcast to the British people an attack on their official policy. Unless there soon takes place a clear definition and integration of Britain's policy all over the world, the British future will indeed be dark.

CORRESPONDENCE

(Correspondence is invited on subjects which have been dealt with in the JOURNAL, or which are of general interest to the Services. Correspondents are requested to put their views as concisely as possible, but publication of letters will be dependent on the space available in each number of the JOURNAL—EDITOR.)

N.A.T.O.

To the Editor of the R.U.S.I. JOURNAL.

SIR,—I would like, somewhat belatedly, to refer to Group Captain Fulljames's letter of 2nd February, 1954, in the May issue.¹

He maintains, amongst other points, that :—

- (a) The N.A.T.O. has been outstandingly successful in preventing or postponing war with the U.S.S.R.
- (b) If the N.A.T.O. could be enlarged and the U.S.S.R. persuaded to co-operate then a reign of peace would ensue.
- (c) Service Chiefs have achieved more for the prevention of war than statesmen.

I would suggest that these three points, though true on face value, are not in fact strictly accurate.

There are today two fundamentally opposed National Ideals—Democracy and Communism. Rightly or wrongly, the U.S.S.R. favours Communism, and furthermore favours it with Marxist fanaticism. In any organization embracing the U.S.S.R., the time very quickly arrives when 'Co-operation' conflicts with the 'National Ideal.' The very doctrine of Marx allows for *no* compromise and hence 'Co-operation' is bound to suffer.

This failure to co-operate not only nullifies the organization as a whole, but effectively prevents other participant nations from achieving any tangible co-operative results.

Since co-operation, political or military, seems highly improbable, then the solution is skilful diplomacy. Unfortunately, diplomacy as far as the U.S.S.R. is concerned means 'power politics.'

If the N.A.T.O. did not exist, then, with one possible exception, no nation could enter the diplomatic ring with the U.S.S.R. on anything approaching equal terms.

On the other hand, backed by the joint military achievements of the N.A.T.O., member nations are now enabled to take part in equitable diplomatic exchanges with the U.S.S.R.

Thus, would it not be more accurate to say :—

- (a) The statesmen of the member nations of the N.A.T.O. have thus far averted war with the U.S.S.R. due to the inter-Service success of the Organization; this success being largely due to the basically common national ideals of the member countries.
- (b) That were the N.A.T.O. to be enlarged to include the U.S.S.R., then not only would no useful results accrue, but co-operation between other member nations would be jeopardized.
- (c) That the efforts and co-operation of Service chiefs have not in themselves averted war, but have given the statesmen concerned the essential tool (military power) with which to shape world peace.

In other words, is it not the 'balance of power' all over again ?

J. T. H. HIGGINS,
Major, R. Signals.

6th August, 1954.

¹ Page 282.

A CASE FOR ARMY DECENTRALIZATION

SIR,—Lieut.-General Sir Giffard Martel's most interesting article *A case for Army Decentralization*¹ will, I hope, be read and acted on.

But why bring in that poor old horse—the heavy tank and the lack of this causing our tanks to be blown off the battle-field of Normandy?

I feel almost sure that had Field-Marshal Montgomery been offered a 70-ton tank, he would not have accepted it for the invasion and advance into Germany. We needed mobility, and this we in 21st Army Group had with our armour.

The position today is different, we need a heavy gun tank, and this will be heavy in weight until future developments crystallize.

W. E. H. GRYLLS,
Colonel.

9th September, 1954.

ARMOUR IN THE LAND BATTLE

SIR,—Major-General Pyman's remarks in your August number² shed a lurid light on the 'new look' in warfare.

It would appear that not only are there three types of atomic burst, but there are two different types of atomic bomb; the one type giving a large area of intense radio-active contamination, the other giving little or no contamination, but more widespread and devastating in its destructive force.

It seems probable that any civilized Power using either method would give prior notice to the enemy to evacuate target areas, for security reasons specifying more areas than it was intended to attack. Such action would be not only humanitarian, but of the greatest importance in undermining the morale of the civil population concerned.

As his tactics will have to conform to the nuclear picture, a commander in the field will require immediate notification of the particular type of bomb being used against him.

One final consideration. It would appear that the 'plutonium' type of bomb is the deadliest nuclear weapon; yet its manufacture is most costly and only great Powers can afford to stock-pile them in quantity.

Thus another argument arrives for the importance of the N.A.T.O.

CECIL F. MILSOM,
10th September, 1954. Major (Retd.).

THE CONSPICUOUS GALLANTRY MEDAL

SIR,—I must apologize for a slight error in the above article in the May issue.⁴ One able seaman, David Barry (*Cracker*), was awarded two medals and two gratuities for acts of gallantry performed on two separate occasions; the award of the second medal, it is interesting to note, was for the earlier act. The award of a bar for a subsequent act had not then been instituted.

The following corrections should therefore be made:—

Page 232, line 5. For "ten" read "eleven", and after "awarded" insert "(one man received two medals)".

Page 237, against "1855." For "9" read "10*", for "10" read "11," and add footnote: *one recipient had two medals."

W. B. ROWBOTHAM,
13th September, 1954. Commander, R.N.

¹ See JOURNAL for August, 1954, page 434.

² See page 458.

⁴ Page 230.

THE GARB OF OLD GAUL

SIR,—“Lictor” in his article *Some Sidelights on the Garb of old Gaul*,⁵ when referring to the wearing of the kilt in action in the 1939-1945 War, states: “A Regular battalion seems to have worn it in the early days in France.” The kilt was worn by the 1st Battalion, The Queen’s Own Cameron Highlanders, for the whole period of their service with the B.E.F. from 23rd September, 1939, until the surviving members of the Battalion were evacuated from Dunkirk on 31st May, 1940. The only members of the Battalion not wearing the kilt were the M.T.; however, many of these drivers still had and wore their distinctive Cameron tartan trews.

I think the Cameron Highlanders can claim to be the last Highland Regiment to fight a campaign as a battalion in the kilt. I was a platoon commander with this battalion and I have no complaints from the utilitarian point of view to the wearing of the kilt in action. Any complaints I might have had were strongly counterbalanced by the overwhelming morale advantage which was gained by fighting dressed in the garb which had become famous in many previous campaigns, and in which my Regiment had gained all its previous laurels.

D. F. CALLANDER,

Major,

The Queen’s Own Cameron Highlanders.

17th September, 1954.

THE LAST BRITISH CAVALRY CHARGE?

THE LAST CHARGE OF THE ROYAL ENGINEERS?

SIR,—There are two small slips in General Davies’s admirable account of the charge of the 20th Hussars at Gebze, published in your last issue.⁶ The date was surely 1920 instead of 1919, and where the excellent sketch-map is marked “Aegean Sea,” it should obviously read “Gulf of Ismid.”

No less irrelevant to the historic importance of the main theme is a slight addition in a lighter vein which, perhaps, holds lessons for today.

With the detachment of Royal Engineers listed in General Davies’s order of battle for the operation was a certain Lieutenant Best, if my memory serves aright. The object of the exercise, as far as he was concerned was, of course, to mend the bridge.

The prospect of a cavalry charge, however, proved altogether too much for this deplorable young officer’s sense of priorities, and he became involved to the tune of having the lobe of one ear shot off, which did not matter very much, and his horse shot under him, which did.

His C.O., a chap called Grimshaw I believe, and a singularly gallant exponent himself of the art of blowing bridges under fire in rearguard actions, took not unreasonable exception to such unprofessional conduct on the part of one of his subordinates.

He was in no position to prophesy that this was to be the last mounted charge in history by a regiment of British Cavalry. He could and did, however, express a most decided opinion that if it was not the first, it most certainly ought to be the last example of valuable Sapper subalterns indulging in such frivolous pursuits during office hours, so to speak. The subsequent Court of Enquiry expressed no opinion in the matter of the missing ear or part thereof, but directed Best to pay for the whole of the missing horse.

As I was then serving with another battery of the far flung 10th Brigade, R.F.A., some 30 miles further up the line at Ishid, I cannot vouch for the accuracy of the details. What I can vouch for is the deep impression, not to say depression, that this possibly garbled version made upon the minds of subalterns of other mounted units in the area.

⁵ See JOURNAL for August, 1954, page 428.

⁶ Page 426.

This, no doubt, is exactly what the Powers that Were intended it should do. Looking back upon it now one can feel a good deal of sympathy with them, and even more with the horse. If carried to its logical conclusion today, however, it is well to bear in mind that the modern counterpart of that unfortunate, but comparatively inexpensive, quadruped might be an A.F.V. worth many thousand pounds.

It is to be hoped that the rather alarming implication will not unduly deter either the entry or the subsequent enterprise of young officers of the once mounted arm that used to receive their military education at the R.M.A. Woolwich, and who now appear to be in rather short supply.

It may be encouraging to recall that in the final operations in Italy during the last war, the 14th/20th Hussars again executed an interesting and successful charge at Medicina, once more in combination with the Indian Army.

On this occasion, they were acting as 'kangaroos' for the 43rd Gurkha Lorried Infantry Brigade. They were, however, obliging enough to provide 'chargers' themselves, for the benefit of the supporting 23rd (Army) Field Regiment, R.A., where necessary, so the unfortunate possibilities envisaged above did not arise.

T. F. K. HOWARD,

24th September, 1954.

Brigadier.

SIR.—I read with interest the article by Major-General H. L. Davies in the August number of the JOURNAL on *The Last British Cavalry Charge*?

When a prisoner of war in Italy during the last war, I was discussing the question of the horse in modern warfare with a fellow p.o.w. who was a Yeomanry officer, and he told me that a squadron of the Cheshire Yeomanry had charged on horses during the Syrian campaign in 1941. I wonder if any reader of the JOURNAL could supply details of this charge? I have, unfortunately, forgotten the name of my fellow p.o.w.

A. G. W. JOLLIFFE,

15th October, 1954.

Lieut.-Colonel (Retd.).

GOLD MEDAL AND TRENCH GASCOIGNE PRIZE ESSAY, 1953

SIR.—I would like to endorse the conclusions reached by Wing Commander J. E. T. Haile in his excellent essay which was published in the August JOURNAL⁷ that "it is painfully obvious that there has been a breach of faith by the Government's financial advisers."

This is not the only breach which affects the supply of Regular officers. Another breach of faith of the Treasury by failing to honour the undertaking given to officers who retired under the 1919 Code (some 16,500, or about half of all retired officers today), that their retired pay would rise and fall with the cost of living, has been frequently commented upon in Parliament. In respect of this, the late Viscount Simon in the House of Lords on 15th December, 1953, quoted Clough's words:—

"Thou shalt not steal an empty feat,
When 'tis so lucrative to cheat."

The Treasury has also failed to ensure that retired officers are treated with the consideration accorded to pensioned civil servants or the pensioners of some civilian firms.

I regret to say that it has come to my attention as Vice-Chairman of the Officers' Pensions Society that a considerable proportion of retired officers are in consequence dissuading their sons (a traditional source of officer recruitment) and other young men from following in their footsteps, as they do not wish to see them receive from the Government the treatment they themselves have had and experience the same frustration at being forced to spend their retirement in years of penury.

⁷Page 378.

Measures to rectify this injustice by honouring the pledge of the 1919 Code would remove one of the causes of short recruitment of officers by restoring some faith in the honesty of purpose of the Treasury.

C. H. H. VULLIAMY,

28th September, 1954.

Major-General (Retd.)

STREAMLINING THE INFANTRY DIVISION

SIR,—In the August, 1954, issue of the JOURNAL, Major Robson made some criticisms⁸ of my article *Streamlining the Infantry Division*, to which I would like to reply.

At the beginning of his letter, Major Robson suggests that the help of supporting arms is most conveniently brought to bear by decentralization and grouping; but, later, when comparing our artillery organization with that of the Germans he boasts that our divisional artillery is capable of complete centralization under the C.R.A., or one of the field regimental commanders. He also insists that the basic essential of good fire support is the battalion/battery tie-up. I yield to no one in my admiration for the efficiency of our gunners, and if Major Robson reads my article again he will see that I have suggested no organizational changes in the artillery; but I do consider that the battalion/battery affiliation could be retained under my proposed organization. The facts that up to now the brigade/field regimental organization for fire support has proved workable, and that the divisional counter bombardment organization does some of its most valuable work at brigade level do not in my opinion furnish a strong enough argument for retaining the brigade headquarters.

Intentionally in my article I did not go into details of the AQ organization or the training aspect of the seven battalion division, as these are questions which could only be solved after detailed study and practice.

Major Robson accuses me of not looking forward to the conditions of the next war. I predict at any rate that the division will have to disperse before and after battle, and concentrate very quickly to fight. And how much easier to disperse a division of the size I suggest without the three large brigade headquarters in the area, and also to concentrate rapidly with orders going direct to battalions and not being channelled through an extra headquarters?

I have no need to answer Major Robson's point about a commander for a temporarily isolated part of the battlefield, as in my organization I suggested a divisional second in command (brigadier) for this task. For good measure, we might take a leaf out of the Americans' book and have, in addition, one or more combat team commanders (brigadiers) in divisional headquarters, who could take over groups of the division or part of the battlefield for a short time. They would not require a large cumbersome headquarters to do this. To cover another point raised by Major Robson, these combat team commanders could assume temporary command of battalions grouped with specialized troops for, say, a break-in battle—the planning to be done at divisional level, and the rest of the division being directly under divisional headquarters to exploit success.

Major Robson's point regarding the retention of brigade groups for the cold war may be a sound one, but the fact that we may need some brigade groups in cold war-time surely does not condition our divisional organization for hot war?

Major Robson finishes by saying that we won the last war and thereby infers that what was good enough last time will be good enough next. I seem to have heard this before!

W. N. R. SCOTTER,

4th October, 1954.

Major, The Border Regiment

⁸ Pages 455-6.

GENERAL SERVICE NOTES

NORTH ATLANTIC TREATY ORGANIZATION

C.-IN-C. ALLIED FORCES, MEDITERRANEAN.—It was announced on 6th September that Admiral Sir Guy Grantham would succeed Admiral the Earl Mountbatten of Burma as C.-in-C., Allied Forces, Mediterranean, early in December.

COMMANDER, ALLIED LAND FORCES, SOUTHERN EUROPE.—Lieut.-General Primieri became Commander, Allied Land Forces, Southern Europe, with effect from 30th July, in succession to Lieut.-General Frattini, retiring.

COMMANDER, ALLIED AIR FORCES, NORTHERN EUROPE.—Major-General Homer L. Sanders became Commander, Allied Air Forces, Northern Europe, in October, in succession to Major-General Warren R. Carter, retiring.

EXERCISE "HAUL".—The major maritime exercise of 1954 in the Channel Command, known as "Haul", took place between 16th and 25th July. It was directed jointly by the Allied Commander-in-Chief, Channel, Admiral Sir John Edelsten, and the Allied Maritime Air Commander-in-Chief, Air Marshal Sir John Boothman, and was held in conjunction with exercise "Dividend", the major Air Defence of Great Britain exercise, and with exercise "Winch", in which a Territorial Army beach brigade from the United Kingdom practised the landing of stores on Belgian beaches. Vessels from the navies of Belgium, France, the Netherlands, Norway, and the United Kingdom took part, together with United Kingdom maritime aircraft.

EXERCISE "OPERATION KEYSTONE".—The last of this year's exercises in south-east Europe, entitled "Operation Keystone", took place early in September and extended from northern Greece to eastern Turkey. British Commonwealth, Italian, Greek, Turkish, and United States sea, land, and air forces took part. Features of the exercise included a crossing of the Struma River by a Greek Corps; a landing by U.S. Marines with air support against the defending First Turkish Army at Dikile Bay, threatening Smyrna, with a harassing naval action by British, Greek, Turkish, and U.S. submarines against the 'enemy' landing party; and, finally, a defensive action by the Third Turkish Army at Erzerum.

EXERCISE "BATTLE ROYAL".—This exercise, the largest in which the British forces in Germany have taken part since the war, took place between 22nd and 27th September, under the direction of General Sir Richard Gale, C.-in-C., Northern Army Group, and Air Marshal Sir Harry Broadhurst, Commander, 2nd Allied Tactical Air Force. The opposing forces consisted of an advancing British-Netherlands army of two corps and a defending 1st Belgian Corps. A British Armoured Division was under Dutch command and the 1st Canadian Infantry Brigade Group and the 46th British Parachute Brigade, T.A., were under Belgian command. Each side possessed a United States heavy field artillery battalion of 280 mm. guns. Considerable attention was given to the use and effect of atomic weapons, for which special umpiring arrangements were made. Unfortunately, the exercise was marred by continuous bad weather, and this prevented the dropping by parachute of the contingents of the 46th Parachute Brigade, T.A., which were flown to Germany on Friday, 24th September.

EXERCISE "MORNING MIST".—Sea, land, and air forces of the United Kingdom, Canada, Denmark, France, the Netherlands, and Norway were engaged from 23rd September–4th October in this exercise in the eastern Atlantic, in Danish and Norwegian areas, and in the western Channel. The first phases were conducted by Admiral Sir Michael Denny, C.-in-C., Eastern Atlantic, Air Marshal Sir John Boothman, C.-in-C., Air, Eastern Atlantic, and C.-in-C., Maritime Air, Channel, and General Sir Robert Mansergh, C.-in-C., Allied Forces, Northern Europe. The exercise was carried out in distinct phases: in the south Norway area, involving sea and air attacks on convoys to and from Britain and air defence exercises of forces in Norway and Denmark; in north Norway where

troops were moved by sea, road, and rail to reinforce Trondheim; minelaying and coastal defence exercises in the Baltic approaches; convoy protection in the eastern Atlantic, and testing of convoy defences in the Channel, this last phase being conducted by Admiral Sir Alexander Madden, Commander, Central Atlantic, and Air Vice-Marshal G. W. Tuttle, Commander, Air, Central Atlantic.

NEW HEADQUARTERS.—A new headquarters for the Northern Army Group/British Army of the Rhine, which is shared by that of the 2nd Allied Tactical Air Force, was opened ceremonially at München-Gladbach on 4th October. The new site, which covers nearly 1,000 acres, includes houses for Service families, churches, cinemas and hotels, a theatre, clubs, various sports grounds, and a swimming pool.

CENTURION TANKS FOR N.A.T.O. COUNTRIES.—It was reported on 2nd August that two off-shore procurement contracts totalling \$40,650,000 had been placed in Britain by the United States Army for the production of Centurion Mark V tanks, tank recovery vehicles, spare parts, and ammunition. Of this total, \$27,150,000 is for the tanks, recovery vehicles and spare parts, and the remainder for various types of ammunition. The tanks when completed will be handed over to N.A.T.O. countries in Europe.

LONDON AND PARIS CONFERENCES

At a nine-Power conference, which met in London on 28th September and ended on 3rd October, between the representatives of the United Kingdom, Canada, Belgium, France, the German Federal Republic, Italy, Luxembourg, the Netherlands, and the United States, it was agreed to recommend that the German Federal Republic, freed from the occupation regime and with sovereignty restored, should join the N.A.T.O.; that the German Federal Republic and Italy should join the Brussels Treaty Organization, which should be strengthened and extended to include supervision over the size and character of the German contribution as already fixed (12 divisions and a tactical air force), which, with the other contingents, should not be increased without the unanimous consent of all the Brussels Treaty Powers; and that the Brussels Treaty Organization should set up a new agency to inspect and control the armaments of the continental members of the Treaty.

The proceedings included an undertaking by Great Britain that she would, in the interests of European defence, continue to maintain on the European mainland the effective strength of the forces which are now assigned to the Supreme Allied Commander, or whatever the Supreme Allied Commander regards as equivalent fighting capacity; and that she would not withdraw these forces against the wishes of the majority of the Brussels Treaty Powers (who should take their decision in the knowledge of the views of the Supreme Allied Commander Europe), subject to the understanding that an acute overseas emergency might oblige H.M. Government to omit this procedure. Also included was a German declaration that she would not manufacture atomic, bacteriological, or chemical weapons, and that she would manufacture long range missiles, certain large naval vessels, and strategic bombers only with the approval of the Supreme Allied Commander and of a two-thirds majority of the Brussels Council.

Further conferences took place in Paris on 20th, 21st, 22nd, and 23rd October. These resulted in the signing by the Ministers concerned of an agreement between France and Germany on the Saar; a set of four-Power agreements on the granting of sovereignty to and the ending of the occupation regime in Western Germany; a set of nine-Power agreements expanding the Brussels Treaty—under the new name of Western European Union—and inviting Germany and Italy to accede thereto; and a set of 14-Power agreements allowing for the entry of Western Germany into the North Atlantic Treaty Organization and a strengthening of the structure thereof. It is hoped that ratification of these agreements, where necessary, will be obtained at an early date.

SOUTH-EAST ASIA

A conference which took place in Manila from 6th-8th September between the representatives of Great Britain, Australia, New Zealand, Pakistan, France, the Philippines, Thailand, and the United States resulted in the signing of a South-East Asia Collective Defence Treaty, and a unilateral declaration by the United States in the form of an understanding that the pact was directed against Communist aggression; a protocol relating to Cambodia, Laos, and Viet-Nam; and a joint statement of principles in the form of a Pacific Charter.

The main points of the treaty are: an undertaking to co-operate to strengthen and to develop economic measures for social well being; recognition by each party that armed attack in the area endangers its own peace and safety and that action should be taken in accordance with its constitutional processes; that in the event of threats other than by armed attack the parties will consult on the measures necessary; that action in designated territory is only to be taken in consultation with the Government concerned; the establishment of a council to implement the treaty.

BRITISH COMMONWEALTH**UNVEILING OF MEMORIAL AT ALAMEIN**

On 24th October, a Memorial Cloister, in which are inscribed the names of 11,945 officers and men of the armies and air forces of the British Commonwealth who fell in the Middle East during the 1939-45 War and have no known graves, was unveiled by Field-Marshal the Viscount Montgomery of Alamein. The Memorial, which is immediately behind the front line of the Battle of Alamein, forms part of a cemetery containing the graves of another 7,335 men who fell in the desert campaigns. Some 5,000 people, including 200 men and women who represented bereaved relatives throughout Britain and the Commonwealth, attended the ceremony. Guards of honour were provided by the 1st Battalion, The Seaforth Highlanders (Ross-shire Buffs, The Duke of Albany's) and the R.A.F. Regiment. Last Post was sounded by the buglers of The Durham Light Infantry and pipers of The Seaforth Highlanders played a lament.

GREAT BRITAIN**RECRUITING FOR THE ARMED FORCES**

Figures issued by the Ministry of Defence show a fall in recruiting for the armed forces in the second quarter of 1954 compared with the second quarter last year. Those for men for all three Services were 18,583 from April to June this year, compared with 20,482 in 1953; and women recruits fell from 1,916 to 1,378.

DIRECTOR-GENERAL CIVIL DEFENCE

The appointment of General Sir Sidney Kirkman as Director-General of Civil Defence was announced on 27th September by the Home Secretary, Sir David Maxwell-Fyfe, during a broadcast on "The hydrogen bomb and Civil Defence".

DOMINIONS AND COLONIES**AUSTRALIA**

DEFENCE ESTIMATES.—The Treasurer, Sir Arthur Fadden, informed Parliament in Canberra recently that the sum of £A35,000,000 will be available for defence expenditure in addition to the Defence Estimate of £A200,000,000 for 1954-55. The amount actually spent on defence in 1953-54 was £A23,000,000 short of the Budget Estimate for that year, and £A12,000,000 would also be available from the Defence Equipment and Supplies Trust Account set up last year. The 1954-55 estimate for the Navy is £A48,165,000, or £A3,205,000 more than actual expenditure in 1953-54; that for the Army is £A72,185,000, an increase of £A7,845,000; and that for the Department of Air is £A57,406,000, an increase of £A8,668,000. The estimate for defence production, £A6,479,000, is less by £A786,000 compared with 1953-54, as the overhead costs of Government factories has

been absorbed into Service orders. The supply estimate of £A14,960,000 is an increase of £A3,175,000, which includes estimated expenditure on long range weapon developments. The sum of £A90,000 is allocated to Civil Defence.

CIVIL DEFENCE SCHOOL.—After a recent conference on Civil Defence, between Federal and State representatives, the Minister for the Interior, Mr. Kent Hughes, announced that a site would be selected shortly for the new Civil Defence school which is to be established in Australia for the training of key personnel to direct Civil Defence operations in times of emergency. The Minister said that Australian officers trained abroad in Civil Defence activities would staff the new school, which would provide training for men and women who would become the nucleus of the proposed Civil Defence organization. Most of the equipment for the school will be provided by the Federal Government, but the States will be expected to share in the heavy financial responsibility.

FOREIGN

BALKANS

ALLIANCE TREATY SIGNED

The treaty of alliance between Greece, Turkey, and Yugoslavia, the text of which had been initialled at the Foreign Ministry in Athens on 5th July, was signed by the three Foreign Ministers at Bled on 9th August.

EGYPT

AGREEMENT ON EVACUATION OF BRITISH FORCES FROM CANAL ZONE

On 27th July, Mr. Antony Head, British Secretary of State for War, and Colonel Nasser, Egyptian Prime Minister, initialled the heads of an agreement between Great Britain and Egypt on the evacuation of British troops from the Suez Canal Zone.

A communiqué issued in Cairo said that the United Kingdom and Egyptian Governments agreed to negotiate an agreement on the Suez Canal which would be based on the following principles:—

The agreement, which would entail the complete withdrawal of British troops within 20 months of the date of signature, would remain in force for seven years, during the last 12 months of which the Governments would consult to determine what arrangements were necessary. Parts of the present Suez Canal base would be kept in efficient working order; Egypt would afford the U.K. facilities to put the base on a war footing in case of attack, and in the event of a threat the Governments would consult immediately. The U.K. would have the right to move British material into or out of the base, but any increase above an agreed level would require Egyptian consent. Egypt would afford over-flying, landing, and servicing facilities to notified flights by aircraft under R.A.F. control, and would extend favoured nation treatment for their clearance. Questions relating to oil storage, financial arrangements, etc., would be settled in friendly negotiations to begin at once. The agreement would recognize that the Suez Canal was both an integral part of Egypt and a waterway of international importance, and would express the determination of both countries to uphold the Convention of 1888 guaranteeing freedom of navigation on the canal.

An annexure to the agreement dealt with the principles which would be followed in the organization of the base, for the security of which and all equipment therein Egypt would assume responsibility after the withdrawal of the British forces. These included the right which Britain would have to maintain and operate certain agreed installations for current requirements, and that she would contract with British and Egyptian commercial firms to carry out this work, the number of British technicians employed being limited to an agreed figure; the support which the Egyptian Government would give to the commercial firms to enable them to carry out their task; and the maintenance in good order by the Egyptian Government of all installations, public utilities, communications, pipelines, wharves, etc., as would be handed over to it under the agreement.

The heads of the agreement were approved by the House of Commons on 29th July.

The completed agreement was signed by the representatives of the British and Egyptian Governments in Cairo on 19th October. The installations which Great Britain has the right to maintain and operate include, among others, the base workshops, ordnance depôts, vehicle depôt, and power station at Tel el Kebir; the base ammunition depôt and power station at Abu Sultan; the engineer stores base depôt, base workshops, spare parts depôt, and power station at Fayid and Fanara; and a number of petrol and oil installations, storage tanks, and pumping stations at Agrud, Fanara, Nefisha, and Suez. The number of British technicians to be employed on maintenance, etc., is limited to 1,200 of which not more than 800 may be recruited outside Egypt. Eight inspectors attached to H. M. Embassy will be accorded facilities to ensure that maintenance of installations is properly carried out.

INDO-CHINA

CEASE-FIRE AGREEMENT

A general agreement on an armistice in Indo-China was reached early on 21st July, when separate cease-fire agreements covering Viet-Nam, Cambodia, and Laos were signed at Geneva by the representatives of Great Britain, the People's Republic of China, France, the Soviet Union, the three Associated States, and the Viet-Minh Government. The final cease fire, in southern Viet-Nam, came into force at 8 a.m. local time on 11th August.

THAILAND

RATIFICATION OF SOUTH-EAST ASIA DEFENCE TREATY

On 22nd September, the South-East Asia Collective Defence Treaty was unanimously ratified by the Thai National Assembly, Thailand thereby becoming the first of the signatories to do so.

TRIESTE

SETTLEMENT OF DISPUTE

The Trieste dispute was concluded on 5th October when a memorandum of understanding was initialled in London by the representatives of the British, Italian, Yugoslav, and United States Governments. With the exception of minor frontier rectification, the agreement follows the existing demarcation line between the Zones. The Italian and Yugoslav Governments undertake to respect the rights of minorities in their respective territories, and the Italian Government undertakes to maintain Trieste as a free port. The transfer of territory from the Allies to the Italians and Yugoslavs was completed on 25th and 26th October.

UNITED STATES

DEFENCE APPROPRIATIONS.—On 25th June, Congress approved a Defence Appropriations Bill providing \$28,800,125,486 for the U.S. armed forces in the fiscal year 1954-55. The Bill was subsequently signed by President Eisenhower. This amount was a compromise between that voted by the Senate on 17th June and that approved by the House of Representatives on 29th April, and was \$1,000,000,000 less than the revised total requested by the Administration.

The division of the total appropriations included:—Navy, \$9,719,102,500, which included funds for the construction of two more atomic-powered submarines and a third 65,000-ton aircraft carrier; Army, \$7,619,066,986; and Air Force, \$10,982,860,000.

HYDROGEN BOMB TESTS IN THE PACIFIC.—A joint statement by the Secretary of Defence, Mr. Charles Wilson, and the Chairman of the Atomic Energy Commission, Rear-Admiral Lewis Strauss, issued on 13th May, declared that these tests were essential to the national interest and contributed materially to the security of the United States and the free world. It had been announced that in addition to the explosions on 1st and 29th March, a third explosion had taken place on 6th April.

COMBINED HEADQUARTERS FOR DEFENCE SYSTEM.—It was reported from Washington on 3rd August that Mr. Wilson, the Secretary of Defence, had said that a combined headquarters for the three Services would open at Colorado Springs about 1st September.

RADAR NET.—On 27th September, it was reported from Washington that the U.S. Defence Department had announced that Canada and the United States had agreed to construct a radar detection net over "the most northerly practicable part of North America". This new warning system will be extended on both seaward flanks of the continent. The announcement added that the U.S. and Canadian Governments have been following a policy of building radar defences in depth, working outwards from likely target areas.

NAVY NOTES

GREAT BRITAIN

H.M. THE QUEEN

AIDE-DE-CAMP.—Captain (S) V. E. Rusby, O.B.E., R.N., to be a Naval Aide-de-Camp to The Queen in succession to Captain (S) C. G. Neeves, O.B.E., R.N. (27th July, 1954).

GENTLEMAN USHER.—Captain (S) Sir Frank T. Spickernell, K.B.E., C.B., C.V.O., D.S.O., R.N., to be an Extra Gentleman Usher to Her Majesty (1st September, 1954).

H.R.H. THE DUKE OF EDINBURGH.—H.M. Yacht *Britannia* left Portsmouth on 30th July for Canada to be available for the Duke of Edinburgh's return to the United Kingdom after his three weeks' visit to the Dominion. The *Britannia* proceeded first to Montreal and then visited Quebec before going to Goose Bay, Newfoundland, where the Duke embarked on 18th August. His Royal Highness disembarked at Aberdeen on the 23rd for Balmoral.

H.R.H. THE PRINCESS MARGARET.—It was announced from Clarence House on 4th October that the Princess Margaret is to visit some of the British Islands in the Caribbean early next year, travelling in the *Britannia*.

EMPEROR OF ETHIOPIA

On the occasion of his State Visit to Great Britain, H.I.M. the Emperor of Ethiopia embarked at Malta on 8th October in H.M.S. *Gambia* for passage to Portsmouth, where he arrived on 14th October. The cruiser was escorted from Malta to Portsmouth by the destroyers *Constance* and *Charity*.

BOARD OF ADMIRALTY

FIRST LORD.—The First Lord of the Admiralty, Mr. J. P. L. Thomas, M.P., returned to London on 5th October from a three weeks' tour of over 20,000 miles by air in the Far East. He visited Singapore, Hong Kong, Colombo, and Trincomalee, inspecting many ships, the dockyards, and civil establishments. During the journey back he stopped for a few hours at Bombay and Karachi, where he met officers of the Indian and Royal Pakistan Navies.

PARLIAMENTARY SECRETARY.—The Parliamentary and Financial Secretary, Commander Allan Noble, M.P., visited ships and naval establishments at Gibraltar on 20th August and successive days.

CIVIL LORD.—The Civil Lord, Mr. S. Wingfield Digby, M.P., visited the Britannia Royal Naval College, Dartmouth, on 13th August to assess the works requirements involved in the new scheme of training for cadets. From 4th to 7th October, he visited merchant shipyards and Admiralty establishments in Northern Ireland.

FLAG APPOINTMENTS

MEDITERRANEAN.—Admiral Sir Guy Grantham, K.C.B., C.B.E., D.S.O., D.S.C., to be Commander-in-Chief, Mediterranean Station, in succession to Admiral the Earl Mountbatten of Burma, K.G., P.C., G.C.S.I., G.C.I.E., G.C.V.O., K.C.B., D.S.O., LL.D., D.C.L., D.Sc., the appointment to take effect in early December.

HEAVY SQUADRON.—Rear-Admiral A. R. Pedder to be Flag Officer, Heavy Squadron, Home Fleet, in succession to Rear-Admiral W. T. Couchman, C.B., C.V.O., D.S.O., O.B.E. (December, 1954).

From 27th October, Rear-Admiral Couchman was appointed Flag Officer, Aircraft Carriers (in continuation of his appointment as Flag Officer, Heavy Squadron, Home Fleet). Under the general service commission scheme, operational aircraft carriers will now alternate between the Home and Mediterranean Fleets. To facilitate development of

doctrine governing the tactical employment of aircraft carriers and carrier-borne aircraft, the post of Flag Officer, Heavy Squadron, Home Fleet, is being replaced by that of Flag Officer, Aircraft Carriers. Rear-Admiral A. R. Pedder, on relieving Rear-Admiral Couchman in December, will also assume the new title.

FLOTILLAS.—Rear-Admiral R. G. Onslow, C.B., D.S.O., to be Flag Officer (Flotillas), Home Fleet, in succession to Vice-Admiral J. W. Cuthbert, C.B., C.B.E. (January, 1955).

A.C.N.S.—Rear-Admiral M. G. Goodenough, C.B.E., D.S.O., to be Assistant Chief of Naval Staff, in succession to Rear-Admiral R. F. Elkins, C.B., C.V.O., O.B.E. (August, 1954).

A.C.N.S.(W).—Rear-Admiral W. J. Yendell to be Assistant Chief of Naval Staff (Warfare), in succession to Rear-Admiral A. R. Pedder (October, 1954).

CHATHAM DOCKYARD.—Captain (Commodore 2nd Class) G. V. M. Dolphin, D.S.O., R.N., to be Admiral Superintendent, H.M. Dockyard, Chatham, in succession to Vice-Admiral Sir Albert L. Poland, K.B.E., C.B., D.S.O., D.S.C. (October, 1954). Commodore Dolphin is granted the acting rank of Rear-Admiral while holding this appointment.

GROUND TRAINING.—Rear-Admiral R. L. Fisher, D.S.O., O.B.E., D.S.C., to be Flag Officer, Ground Training, in succession to Rear-Admiral A. D. Torlesse, C.B., D.S.O. (November, 1954).

PORTSMOUTH DOCKYARD.—Engineer Rear-Admiral J. E. Cooke, M.I.Mech.E., to be Engineer Manager, Portsmouth Dockyard (16th October, 1954), in succession to Rear-Admiral (E) F. S. Billings, C.B.E., placed on the retired list. Captain (E) W. K. Weston, O.B.E., R.N., to be Rear-Admiral (E) and appointed to the staff of the Commander-in-Chief, Plymouth, in succession to Engineer Rear-Admiral J. E. Cooke.

RETIREMENTS AND PROMOTIONS

The following were announced to date 26th August, 1954 :—

Vice-Admiral Sir Sydney M. Raw, K.B.E., C.B., to be placed on the retired list.

Rear-Admiral W. G. A. Robson, C.B., D.S.O., D.S.C., to be promoted to Vice-Admiral in H.M. Fleet.

The following were announced to date 8th September, 1954 :—

Vice-Admiral Sir Peveril B. R. W. William-Powlett, K.C.B., C.B.E., D.S.O., to be placed on the retired list on his appointment as Governor of Southern Rhodesia.

Rear-Admiral (acting Vice-Admiral) J. P. L. Reid, C.B., C.V.O., to be promoted to Vice-Admiral in H.M. Fleet.

Rear-Admiral G. H. Stokes, C.B., D.S.C., to be placed on the retired list.

Vice-Admiral J. Hughes-Hallett, C.B., D.S.O., to be placed on the retired list at his own request. (Vice-Admiral Hughes-Hallett was on 30th September elected Member of Parliament for Croydon East in succession to the late Sir Herbert Williams.)

Rear-Admiral J. W. Cuthbert, C.B., C.B.E., to be promoted to Vice-Admiral in H.M. Fleet.

The following were announced to date 16th September, 1954 :—

Vice-Admiral Sir Edmund W. Anstice, K.C.B., to be placed on the retired list.

Rear-Admiral J. W. M. Eaton, C.B., D.S.O., D.S.C., to be promoted to Vice-Admiral in H.M. Fleet.

The following were announced on 6th August, 1954 :—

Vice-Admiral (S) Sir William McBride, K.C.B., C.B.E., placed on the retired list. Vice-Admiral McBride was succeeded on 4th August as Director-General, Supply and Secretariat Branch, by Rear-Admiral (S) M. H. Elliott, C.B., C.B.E.

Rear-Admiral (S) F. R. J. Mack, C.B., C.B.E., placed on the retired list.

Captain (S) (Acting Rear-Admiral (S)) J. Dent, O.B.E., promoted Rear-Admiral (S).

Captain (S) R. A. Braine promoted Rear-Admiral (S).

The following were announced to date 30th October, 1954 :—

Surgeon Rear-Admiral T. N. D'Arcy, C.B., C.B.E., Q.H.S., to be placed on the retired list.

Surgeon Captain A. A. Pomfret, O.B.E., Q.H.S., to be promoted Surgeon Rear-Admiral and appointed for duty on the staff of the Commander-in-Chief, Plymouth, as Command Medical Officer and as Medical Officer-in-Charge, R.N. Hospital, Plymouth, vice Surgeon Rear-Admiral D'Arcy.

EXERCISES AND CRUISES

EXERCISE "BLACK JACK."—A N.A.T.O. maritime exercise known as "Black Jack" took place from 14th to 21st September in the western approaches to the Mediterranean, between the Straits of Gibraltar and the Azores. It was directed jointly by Admiral Sir Michael Denny, Commander-in-Chief, Eastern Atlantic area, and Air Marshal Sir John Boothman, Air Commander-in-Chief, from their headquarters at Northwood, Middlesex, where to relieve congestion a dozen caravans and some tents were provided for the housing of officers and ratings in the grounds. Ships and aircraft from France, Portugal, the United Kingdom, and the United States took part, and the exercise emphasized the co-ordination of inter-command operations, air-sea co-operation, and the naval control and protection of shipping. A strong force of United States warships on passage to the Mediterranean to relieve ships of the Sixth Fleet took part. The exercise merged with the main Atlantic Command and Channel Command exercise, "Morning Mist," which began on 23rd September.

AUTUMN CRUISE.—Ships of the Home Fleet, on the conclusion of Exercise "Morning Mist", visited British ports between 4th and 18th October before making a rendezvous in Falmouth Bay and leaving for Gibraltar for weapon training from 27th October to 17th November. On leaving his exercise shore headquarters at Northwood, Admiral Sir Michael Denny embarked in H.M.S. *Tyne*, as H.M.S. *Vanguard* is to undergo repairs at Plymouth.

MEDITERRANEAN.—The N.A.T.O. exercise "Medflex B", referred to in the August issue of the *JOURNAL*, took place late in July. It included the defence of convoys against submarine, surface, and air attacks, mining and counter-mining, and amphibious operations, a descent being made upon Malta in the early morning of 24th July. The North Atlantic Council, headed by the Secretary-General, Lord Ismay, visited Malta during the exercise. King Paul of the Hellenes visited the Athens headquarters of Admiral Lappas, and President Celal Bayar of Turkey the operations room of Admiral Altincan. At a discussion after the exercise, on 26th July, the Commander-in-Chief, Allied Forces, Mediterranean, Admiral Lord Mountbatten, referred to the progress made in Allied co-operation in the 16 months since A.F.M.E.D. was activated, and said that "Medflex B" marked the greatest advance yet made from every point of view.

The Mediterranean Fleet arrived at Palmas Bay, south Sardinia, early in September for the fleet regatta, and left on the 14th for ships to visit various ports in Italy and Yugoslavia, reassembling on 1st October for further exercises until the return to Malta on 4th October.

EAST INDIES.—Combined training and exercises took place in the Indian Ocean in August between the Royal Navy, the Royal Pakistan Navy, the Royal Ceylon Navy, and the Indian Navy, ships assembling for the purpose at Trincomalee. Aircraft from the R.A.F. were flown from Singapore and the United Kingdom, and the Air Arm of the Indian Navy took part in these annual exercises for the first time.

PERSONNEL

FLAG OFFICERS' PAY.—An Order in Council of 30th July, 1954, was published in *The London Gazette* on 10th August which provides that naval officers of flag rank, excluding Admirals of the Fleet, while unemployed between appointments, shall receive the full pay of their rank, together with marriage allowance, or lodging allowance as appropriate, and ration allowance. Officers of the rank of Admiral of the Fleet will continue to receive half pay while unemployed. The new rule places the pay of the flag officers concerned on the same basis as those in the rank of captain and below.

COASTAL FORCES' MEMORIAL.—A memorial to officers and men of Coastal Forces who lost their lives in motor torpedo boats, motor gunboats, and motor launches during the 1939-45 War has been erected in the form of an ornamental wall overlooking the sea at H.M.S. *Hornet*, the Coastal Forces' base at Gosport. It was unveiled on 17th September by Mrs. Catherine Hichens, widow of the late Lieutenant-Commander R. P. Hichens, D.S.O., D.S.C., R.N.V.R., who carried out many successful operations in Coastal Forces craft during the war and was killed in action in 1943. The Chaplain of the Fleet, the Ven. Archdeacon F. N. Chamberlain, performed the dedication.

MATERIEL

H.M.S. ALBION.—The new aircraft carrier *Albion*, first to be fitted with both an angled deck and the new mirror sight landing device, carried out working up practices in September, during which month she also took part in exercise "Morning Mist" in the role of a friendly merchant ship. Among the aircraft in her air group are Sea Hawks, Skyraiders, Wyverns, and Dragonfly helicopters.

"PRE-WETTING" TRIALS.—Between May and August, a method of protecting warships against radio active particles was tried in H.M.S. *Cumberland*. It is known as "pre-wetting" and involves the continual washing of all weather surfaces of the ship, during and after exposure to contamination, from some 50 nozzles spraying 300 tons of water an hour over the decks and superstructure. Experiments have proved that fission matter is less likely to adhere to a surface while it is being subjected to a system of salt water washdown, and such as does adhere can more speedily be removed from the infected parts.

LAUNCHES.—The anti-submarine frigate *Keppel* was launched at the shipyard of Yarrow and Co., Scotstoun, on 31st August. The *Keppel*, which is 310 feet long (300 feet between perpendiculars) with a beam of 33 feet, is armed with three Bofors guns and two three-barrelled anti-submarine mortars. During September, twelve ships were launched for the Admiralty in British yards. This equalled the number in June, which was the highest since the end of the war. The ships launched included the anti-submarine frigates *Grafton* and *Pellew*; eight minesweepers named *Essington*, *Hubberston*, *Letterston*, *Sefton*, *Shoulton*, *Harpham*, *Isham*, and *Drinkley*; the seaward defence boat *Mayford*, and the patrol boat *Dark Buccaneer*. The first of the new and improved small submarines to come into service this year was completed and launched at the Vickers-Armstrongs yard, Barrow, on 1st October. Known as the X.51, she is nearly 54 feet in length and is propelled by Diesel and electric machinery. She will have a complement of five.

LATE ROYAL YACHT.—H.M. Yacht *Victoria and Albert* is being handed over to the British Iron and Steel Corporation for breaking up. Her most valuable pieces of furniture have been transferred to H.M. Yacht *Britannia* and to Buckingham Palace; the remainder is being sent to the Admiralty pool at Deptford. Until her removal to Portsmouth Dockyard from the Royal Yacht berth at Whale Island, the *Victoria and Albert* was used as an accommodation ship and as the headquarters ship of the Flag Officer, Royal Yachts.

FLEET AIR ARM

NEW CARRIER.—The Admiralty announced on 5th October that the new aircraft carrier *Centauro* would not, as had originally been intended, relieve H.M.S. *Warrior* in the Far East, following the decision to reduce United Nations forces in Korea. The *Centauro* will therefore remain in the Mediterranean, where she is now working up, until June, 1955, when she will return to Britain to become available for the North Atlantic Treaty Organization Autumn exercises. When the *Warrior* returns to this Country in December no operational British carrier will remain in the Far East.

H.M.S. ILLUSTRIOUS'S RECORD.—Three months before going into reserve, the 14-year-old carrier *Illustrious*, from which the Fleet Air Arm attack on the Italian Fleet at Taranto was made in 1940, on 29th September broke previous flying records on board by completing 950 day and night deck landings and 210 helicopter landings in twelve days of flying during the previous three weeks. The *Illustrious* was carrying out the duties of trials and training carrier in the Channel.

EXERCISE "DIVIDEND."—The Flag Officer Air (Home), Vice-Admiral Sir John Eccles, congratulated Fleet Air Arm squadrons for the part they played in exercise "Dividend", the Air Defence of Great Britain exercise in July, when they flew 95 sorties during the week-end of the 17th–18th. This represented 58 per cent. of the planned effort, "a fine achievement in view of the weather conditions prevailing."

ROYAL NAVAL RESERVE**NEW AIR BRANCH**

The Admiralty announced on 7th October that it has been decided to form a new section of the Royal Naval Reserve, to be known as the Air Branch. It is primarily intended for ex-Service pilots who are professional pilots employed by civilian firms engaged in contract work for the Admiralty. Conditions of service will be similar to those of the Royal Naval Reserve.

ROYAL NAVAL VOLUNTEER RESERVE**MINESWEEPING EXERCISE**

Twelve minesweepers manned by officers and ratings of the R.N.V.R. under the command of Captain P. J. Wyatt, R.N., assembled at Invergordon and sailed early in August for a three-day mine clearance exercise in the Moray Firth. They included four of the new coastal minesweepers made available to the R.N.V.R. on commissioning. With two exceptions, they had R.N.V.R. officers in command. Dummy mines were laid in the Moray Firth for the purpose of the exercise.

WOMEN'S ROYAL NAVAL SERVICE**NEW DIRECTOR**

Superintendent N. M. Robertson, C.B.E., W.R.N.S., has been appointed to be Director of the Women's Royal Naval Service in succession to Commandant Dame Mary K. Lloyd, D.B.E., Hon.A.D.C., W.R.N.S., the appointment to take effect in December, 1954. Superintendent Robertson entered the W.R.N.S. in December, 1939, as a writer, and attended the Officers' Training Course at the R.N. College, Greenwich, in August, 1940. She served during the war in the Orkneys, at Greenock, and Liverpool, and from June, 1944, as Senior W.R.N.S. Officer on the staff of the Flag Officer, Ceylon. Since 1951, she has had charge of all training and drafting at the W.R.N.S. Training Depot in Reading.

ROYAL MARINES

PROMOTION AND APPOINTMENT.—Colonel H. D. Fellowes, D.S.O., is promoted Major-General, and appointed Major-General, Royal Marines, Plymouth, in succession to Major-General R. F. Cornwall, C.B., C.B.E., with effect from 23rd November, 1954.

3 COMMANDO BRIGADE.—As part of the redeployment of British forces in the Middle East consequent upon the recent agreement with Egypt on the future of the Canal Zone base, 3 Commando Brigade, R.M., has returned to Malta. The Brigade moved in H.M. Ships of the Mediterranean Fleet between 3rd August and 9th September. It was later decided that one Commando should be based in the United Kingdom, and 42 Commando returned in the trials cruiser *Cumberland*, arriving at Plymouth on 29th September. It will be stationed at Bickleigh, where it will be responsible for some of the training functions of the Commando School, but will remain fully operational and available for service elsewhere in an emergency.

EXERCISES.—R.M.F.V.R. landing craft crews and amphibious personnel from Portsmouth Group took part in exercise "Winch" at Zeebrugge during the second half of July. This exercise was designed to practise the 264th Scottish Beach Brigade, T.A., and associated naval units in the technique of unloading stores over beaches and through damaged ports. The exercise provided the annual training for the R.M.F.V.R. personnel concerned.

A party of six officers and 25 other ranks, Special Boat Section personnel, took part in exercise "Morning Mist", forming part of a combined amphibious raiding force with the Norwegians.

DOMINIONS AND COLONIES

AUSTRALIA

CHIEF OF NAVAL STAFF

It was announced in Canberra on 3rd October that Rear-Admiral R. R. Dowling, C.B.E., D.S.O., Flag Officer Commanding the Australian Fleet since December, 1953, is to succeed Vice-Admiral Sir John Collins as First Naval Member and Chief of Naval Staff when Sir John reaches the retiring age on 24th February, 1955. Admiral Dowling, who is 53, entered the R.A.N. as a cadet-midshipman in 1915. He was Deputy Chief of Naval Staff, 1943-44, commanded H.M.A.S. *Hobart*, 1944-46, was Director of Naval Ordnance, 1946-48, commanded H.M.A.S. *Sydney*, 1948-50, and was Second Member of the Naval Board, 1950-52.

CANADA

THE NORTH-WEST PASSAGE

The icebreaker and patrol ship *Labrador*, 6,500 tons, went into service at Sorel, Quebec, on 11th July. She is the largest warship to be built in Canada, and is equipped with a device to enable her to shake herself free if trapped in ice. This is a series of "heeling tanks" in which hundreds of tons of water can be moved from side to side in one minute and a half. On 30th September, it was announced that the First Sea Lord, Admiral of the Fleet Sir Rhoderick McGrigor, had sent his warmest congratulations to the Chief of the Royal Canadian Naval Staff, Vice-Admiral E. R. Mainguy, on hearing that H.M.C.S. *Labrador* had completed the North-West Passage in 27 days, the first warship to do so. Vice-Admiral Mainguy said in reply: "Very many thanks for your message which I am passing to *Labrador*, together with my own congratulations. We do not forget that we owe our existence to the Royal Navy."

SOUTH AFRICA

H.M.S. BRAYFORD TRANSFERRED.—The seaward defence boat *Brayford* was transferred to the South African Naval Forces at a ceremony at Portsmouth on 30th August. The vessel was handed over by Commander Allan Noble, M.P., Parliamentary Secretary to the Admiralty, and accepted by Mr. F. C. Erasmus, South African Defence Minister.

REQUEST FOR DUTCH TECHNICIANS.—During the last week of August, Mr. Erasmus had discussions with the Secretary of State at The Hague, Vice-Admiral Moorman. He asked the Netherlands Government to place at the disposal of the South African Navy a small number of technicians of the Royal Netherlands Navy to train the South African Navy staff. The Netherlands Government is considering the request.

INDIA

HONG KONG VISIT

The Indian Naval Squadron arrived at Hong Kong on 21st July on a goodwill visit. Rear-Admiral F. A. Ballance, C.B., D.S.O., Flag Officer Commanding the Squadron, was in command, flying his flag in the cruiser *Delhi*, and the other ships were the destroyers *Rajput*, *Ranjit*, and *Rana*. As the ships entered harbour, Commodore A. H. Thorold ordered a 31-gun salute, which the Squadron returned.

FOREIGN

ARGENTINA

TRAINING SHIP VISIT

The Argentine training ship *Bahia Thetis* visited London on 21st July, berthing in Shadwell Basin, near Tower Bridge. During her visit the cadets under training paid homage at the house of General San Martin at 22, Park Road, Regents Park, N.W.1, and at the Cenotaph. Their programme also included sightseeing tours.

FRANCE

SALVAGE OF THE MAILLE BREZE

The wreck of the destroyer *Maille Brézé*, which sank after an explosion in the Clyde off Greenock in 1940, was raised by the Admiralty Salvage Organization in August in a series of tidal lifts, one of the heaviest in the history of salvage. The first lift was made on 3rd August, and on 18th August the wreck was finally carried 500 feet and grounded on a sandbank at Ardmore, near the Dunbartonshire shore, whence it could be prepared for towing away.

JAPAN

REQUEST FOR MORE WARSHIPS

In Tokyo on 1st September, Mr. Kimura, Head of the Defence Board, announced that he would ask the United States for more ships and other equipment for the new Japanese forces. He said that the Prime Minister, Mr. Yoshida, had instructed him to urge General Hull, United States Commander in the Far East, to persuade his Government to supply 13 naval craft, including a light aircraft carrier and destroyers.

NORWAY

TRANSFER OF FRIGATES

H.M.S. *Beaufort*, the second of two Hunt class frigates to be loaned to the Royal Norwegian Navy, was transferred at Newcastle on 30th September, and renamed *Haugesund* by Mrs. L. R. Lund, wife of the Norwegian Naval Attaché in London. H.M.S. *Zeland* was handed over to the Norwegian Navy earlier in the month.

RUSSIA

NAVAL STRENGTH

An appraisal of Soviet naval strength was issued by the Admiralty on 25th August. It estimated that since 1945 the Soviet Navy cannot have had less than the equivalent of about £12,000 millions spent upon it. It is believed that in two to three years' time the Soviet Navy will, in round figures, consist of 30 cruisers, 150 destroyers, 500 submarines, 500 motor torpedo boats, 1,000 minesweepers, 300 escort vessels, numerous patrol and landing craft, and 4,000 naval aircraft. Nearly all the ships are of post-war construction, and most of the aircraft will be jets. The Soviet Navy is manned by 750,000 officers and men, of whom some 270,000 are in ships and 85,000 in the Naval Air Force.

UNITED STATES

ANTARCTIC EXPEDITION.—It was announced on 3rd October that the United States Government is sending a small expedition to the Antarctic this Winter for the purpose of collecting scientific data. The announcement said that the expedition is "in line with continuing United States interests in this region."

NAUTILUS TRIALS.—Trials of the *Nautilus*, the first atomic submarine, which were due to begin at the end of September, have been delayed by a defect for about three months.

NAVAL RESERVISTS' FLIGHT.—Officers of the U.S. Naval Reserve, flying aircraft of Patrol Squadron 741, visited the United Kingdom in August on the first training flight undertaken by U.S. naval reservists outside the American continent. They flew the Atlantic from Jacksonville, Florida, to French North Africa, touching down at Bermuda and the Azores *en route*. They then visited Lisbon, Malta, Athens, Istanbul, Rome, and Marseilles before coming to England. The return journey to the United States was made via Iceland and Newfoundland.

ASSAULT HELICOPTER TRANSPORT.—The U.S.N. has announced that an aircraft carrier is to be converted into an 'assault helicopter transport'. Presumably this ship will act as a landing ship from which cargo helicopters will transport assault troops to land.

YUGOSLAVIA

MISSION TO BRITAIN

Vice-Admiral M. Jerkovic, Commander-in-Chief of the Yugoslav Navy, accompanied by six Yugoslav officers, visited the Admiralty on 28th September and conferred with the First Sea Lord and other members of the Board of Admiralty and of the Naval Staff. Later, they began visits to ships and establishments in the Portsmouth Command and Plymouth Command, and the Royal Naval College, Greenwich. Discussions covered a wide range of subjects, including officers' training, destroyer and minesweeping training, and ship construction and repairs.

ARMY NOTES

GREAT BRITAIN

H.M. THE QUEEN

The Queen inspected a parade of The Argyll and Sutherland Highlanders (Princess Louise's), of which Her Majesty is Colonel-in-Chief, at Stirling Castle on 9th October.

Queen Elizabeth the Queen Mother visited the 2nd Battalion, The Black Watch (Royal Highland Regiment), of which Her Majesty is Colonel-in-Chief, at Crail Camp on 21st September.

Queen Elizabeth the Queen Mother, Colonel-in-Chief of the Regiment, visited The Queen's Bays (2nd Dragoon Guards) at Tidworth on 16th October.

The Duke of Edinburgh visited the Regimental Depot of The Queen's Own Cameron Highlanders at Inverness on 25th September.

The Queen has been graciously pleased to give orders for the following appointment:—

H.R.H. the Princess Margaret, C.I., G.C.V.O., as Colonel-in-Chief, Queen Alexandra's Royal Army Nursing Corps.

The Duke of Gloucester, as Colonel-in-Chief, visited the 10th Royal Hussars (P.W.O.) in camp on Salisbury Plain on 29th July.

The Princess Royal, as Colonel-in-Chief, Royal Corps of Signals, visited the 6th (Boys) Training Regiment at Normandy Camp, Beverley, on 28th July; and on 22nd September, Her Royal Highness opened No. 1 Signal Centre at Bottington.

The Princess Royal inspected units of the Royal Corps of Signals and of the Women's Royal Army Corps, of which Her Royal Highness is Colonel-in-Chief and Controller Commandant respectively, at Gibraltar on 29th September.

The Queen has been graciously pleased to approve the following appointments:—

TO BE AIDE-DE-CAMP GENERAL TO HER MAJESTY.—General Sir Cameron G. G. Nicholson, G.C.B., K.B.E., D.S.O., M.C. (30th August, 1954), vice General Sir Gerald W. R. Templer, G.C.M.G., K.C.B., K.B.E., D.S.O., tenure expired.

TO BE AIDE-DE-CAMP TO HER MAJESTY.—Brigadier F. W. Sandars, D.S.O., late Infantry (22nd July, 1954), vice Brigadier (Honorary Major-General) C. R. A. Swynnerton, C.B., D.S.O., retired.

TO BE HONORARY CHAPLAINS TO HER MAJESTY.—The Reverend R. Yale, O.B.E., the Reverend J. A. Williamson, M.A., Chaplains to the Forces, 1st Class, Royal Army Chaplains' Department, and the Reverend R. C. Rudgard, O.B.E., T.D., Chaplain to the Forces, 2nd Class, Royal Army Chaplains' Department, T.A. (25th August, 1954).

LIEUTENANT OF THE TOWER OF LONDON.—Lieut.-General Sir Oliver Leese, Bart., K.C.B., C.B.E., D.S.O. (3rd August, 1954), in succession to Lieut.-General Sir Ronald McK. Scobie, K.B.E., C.B., M.C.

TO BE COLONELS COMMANDANT.—Of the Royal Army Service Corps, Major-General H. C. Goodfellow, C.B., C.B.E., A.M.I.Mech.E. (14th October, 1954), vice Major-General (Honorary Lieut.-General) Sir Humfrey M. Gale, K.B.E., C.B., C.V.O., M.C., tenure expired; of the Royal West African Frontier Force, Brigadier (Honorary Major-General) C. R. A. Swynnerton, C.B., D.S.O. (28th September, 1954), vice General Sir George J. Giffard, G.C.B., D.S.O., tenure expired; of the King's African Rifles and the Northern Rhodesia Regiment, Major-General W. A. Dimoline, C.B., C.B.E., D.S.O., M.C. (28th September, 1954), vice General Sir George J. Giffard, G.C.B., D.S.O., tenure expired.

TO BE COLONELS OF REGIMENTS.—Of The Queen's Royal Regiment (West Surrey), Major-General J. V. Whitfield, C.B., D.S.O., O.B.E. (28th September, 1954), vice General Sir George J. Giffard, G.C.B., D.S.O., tenure expired; of The Cameronians (Scottish Rifles), Major-General D. A. H. Graham, C.B., C.B.E., D.S.O., M.C. (22nd August, 1954),

vice General Sir Richard N. O'Connor, G.C.B., D.S.O., M.C., tenure expired; of The Highland Light Infantry (City of Glasgow Regiment), Major-General R. E. Urquhart, C.B., D.S.O. (13th August, 1954), vice Major-General A. P. D. Telfer-Smollett, C.B., C.B.E., D.S.O., M.C., tenure expired; of the Federation Regiment (Malaya), General Sir Gerald W. R. Templer, G.C.M.G., K.C.B., K.B.E., D.S.O. (2nd September, 1954).

APPOINTMENTS

WAR OFFICE.—Major-General G. C. Humphreys, C.B., C.B.E., appointed Military Adviser to Contractors in the Suez Canal Base (August, 1954).

Major-General M. S. Wheatley, C.B., C.B.E., M.I.E.E., appointed Director of Signals (1st September, 1954).

Colonel (temporary Brigadier) R. N. H. C. Bray, C.B.E., D.S.O., appointed Director of Land/Air Warfare and Director North Atlantic Treaty Organization, Standardization, with the temporary rank of Major-General (December, 1954).

Major-General L. Wansbrough-Jones, C.B., C.B.E., appointed Deputy Quarter-Master-General (February, 1955).

Major-General M. M. Alston-Roberts-West, C.B., D.S.O., appointed Director, Territorial Army, Cadets, and Home Guard (March, 1955).

Major-General L. E. Cutforth, C.B., C.B.E., appointed Director of Ordnance Services (April, 1955).

UNITED KINGDOM.—Brigadier R. Younger, C.B., D.S.O., M.C., appointed G.O.C., North Midland District and 49th Armoured Division, T.A., with the temporary rank of Major-General (December, 1954).

Major-General G. S. Thompson, C.B., D.S.O., M.B.E., appointed Chief Army Instructor, Imperial Defence College (January, 1955).

S.H.A.P.E.—Major-General S. N. Shoosmith, C.B., D.S.O., O.B.E., appointed Principal Staff Officer to the Deputy Supreme Allied Commander, Allied Powers in Europe (November, 1954).

GERMANY.—Brigadier W. G. Roe, C.B.E., A.D.C., appointed Major-General i/c Administration, Headquarters, Northern Army Group/British Army of the Rhine, with the temporary rank of Major-General (December, 1954).

FAR EAST LAND FORCES.—Major-General P. St. Clair-Ford, C.B., C.B.E., D.S.O., appointed G.O.C., 1st Federation of Malaya Division (January, 1955).

PROMOTIONS

Lieut.-General.—Temporary Lieut.-General to be Lieut.-General:—C. S. Sudgen, C.B., C.B.E. (21st August, 1954).

Major-Generals.—Temporary Major-Generals, Brigadiers, or Colonels to be Major-Generals:—F. D. Rome, C.B.E., D.S.O. (1st July, 1954); D. H. V. Buckle, C.B.E., A.D.C. (27th July, 1954); C. H. Colquhoun, O.B.E. (12th August, 1954).

Brigadiers or Colonels to be temporary Major-Generals:—T. P. D. Scott, C.B.E., D.S.O. (23rd June, 1954).

RETIREMENTS

The following General Officers have retired:—Major-General A. G. O'C. Scott, C.B., C.B.E. (27th July, 1954); Major-General Sir Dudley Russell, K.B.E., C.B., D.S.O., M.C. (29th July, 1954); Major-General W. J. F. Eassie, C.B., C.B.E., D.S.O. (12th August, 1954); Lieut.-General Sir Terence S. Airey, K.C.M.G., C.B., C.B.E. (21st August, 1954); Major-General B. C. Davey, C.B., C.B.E. (20th September, 1954); Lieut.-General Sir Alexander M. Cameron, K.B.E., C.B., M.C. (29th September, 1954); Major-General W. O. Bowen, C.B., C.B.E., M.I.E.E. (29th September, 1954).

TRAINING FOR ATOMIC WARFARE

At a press conference on 4th August, the Chief of the Imperial General Staff, Field-Marshal Sir John Harding, said that atomic warfare would place increased emphasis on the aggressive spirit and self-reliance of the troops involved, on the flexibility of the supply system, and on the ability to concentrate and disperse at high speed. In consequence, it was planned to simplify and reduce the number of different weapons for the infantryman; to this end the new self-loading Belgian F.N. rifle would predominate and it would make the infantry soldier a much more independent fighting unit. In the long term, the load-carrying helicopter would help in the problem of making the supply system faster and more flexible, which would reduce the vulnerability of army maintenance areas to nuclear weapons.

Turning to the question of organization, the C.I.G.S. said that the present well-tried divisional organization was still regarded as being on sound lines. It could be conveniently split up into self-contained groups of all arms or concentrated for battle or dispersed for protection. Some changes might be necessary, however, and it was hoped that a new experimental divisional organization would be ready for trial by the Spring of 1955.

On 20th August, the C.I.G.S. stated that the British Army would receive 'Corporal' guided missiles (ground-to-ground missiles with a range of about 50 miles which can be fired from a mobile launcher) from the U.S.A. for experimental and trial purposes.

C.I.G.S.'s ANNUAL EXERCISE

This annual exercise and conference took place at the Staff College, Camberley, on 18th, 19th, and 20th August. It was attended by commanders-in-chief of the home and overseas commands and by Dominion commanders-in-chief or their chiefs of staff. It was primarily for the discussion of ways and means of improving co-operation between the armies of the British Commonwealth, and of problems connected with the organization, equipment, and training of armies in nuclear warfare.

REDUCTION OF COMMONWEALTH FORCES IN KOREA

It was announced by the War Office on 14th September that, consequent on the reduction of American forces in Korea, it had been decided, in agreement with the other Commonwealth countries concerned and the United States of America, that the Commonwealth land forces in Korea would be reduced by two-thirds. This reduction will be starting very shortly and will be carried out in progressive stages over the next six months. The Commonwealth identity of the Commonwealth forces remaining in Korea will be retained, and these forces will be commanded by a brigadier.

REGULAR ARMY RECRUITING

The Regular Army recruiting statistics for September show that the total number of enlistments from civil life during the month were 2,582 men and 739 boys compared with 2,486 and 92 in July and 2,529 and 108 in August. The figures for re-enlistments were 2 from Short Service (July, 7; August, 8) and 538 from National Service (July, 506; August, 505).

TERRITORIAL ARMY TRAINING

56TH (LONDON) ARMoured DIVISION, T.A.—Exercise "London Pride", the final exercise carried out by this Division during its annual training, took place early in September, and 12,000–15,000 men and some 4,000 vehicles were involved. Directed by the G.O.C.-in-C., Eastern Command, its object was to practise the Division in the approach march, the opposed river crossing, battle procedure in launching troops into a quick attack, and deployment under threat of atomic attack. A feature of the exercise was the constant use of a helicopter by the divisional commander, which ensured his presence at many places at critical times.

23RD ARMoured BRIGADE, T.A.—The annual training of the 23rd Armoured Brigade, T.A., from Western Command, concluded with Exercise "Summer Down", which took place on Salisbury Plain in mid-August. The 1st Battalion, The Worcestershire Regiment, was under command of the brigade for the exercise.

264TH SCOTTISH BEACH BRIGADE, T.A.—This Brigade, which is a mixed formation consisting of three infantry battalions and units from the R.E., amphibious units of the R.A.S.C. equipped with DUKWs, and specialist units of the R.A.M.C., R.A.O.C., and R.E.M.E., took part in Exercise "Winch" between 22nd and 27th July on the Belgian coast in and around the port of Zeebrugge. The exercise, which was held in conjunction with the N.A.T.O. naval exercise "Haul" and the air defence of Great Britain exercise "Dividend", was directed and controlled by Headquarters, B.A.O.R., and involved the unloading of about 8,000 tons of stores and a number of vehicles over the beaches and clearance from Zeebrugge by road and rail. The opportunity was taken to try out on a small scale the modern systems of packaging loads so that they could be handled throughout by mechanical means.

21ST REGIMENT, ROYAL SIGNALS, T.A.—Eleven officers and 175 non-commissioned officers and men of the 21st Regiment, Royal Signals, T.A., arrived in France on 19th September for 14 days' training with a squadron of Royal Signals. They came from all parts of Britain, although the main centre of the Regiment is in Chester.

ARMY GENERAL RESERVE

It was announced by the War Office on 29th August that the Army General Reserve would be reclassified into two groups to be known as the "P" and "N" Reserve respectively. The "P" Reserve would consist of "Z" Reserve other ranks, while the "N" group would be formed from National Service men and National Service volunteers who had completed both whole- and part-time service under the National Service Acts since 1948. Men in the "P" Reserve would remain in that group until they reached the age of 45 or until June, 1959, whichever was the earlier. Those in the "N" group would also continue until 1959, after which date new legislation would be required. Members of both Reserves would have no liability for training and would only be called up by a proclamation in the event of imminent national danger or without proclamation for defence of the United Kingdom against actual or apprehended attack. National Service officers would continue to serve in the Reserve of Officers until they reached the age of 45.

MISCELLANEOUS

PRESENTATION OF COLOURS.—Field-Marshal Sir John Harding, Chief of the Imperial General Staff, presented new Colours, on behalf of The Queen, to the 4th Battalion, The Oxfordshire and Buckinghamshire Light Infantry, T.A., in Oxford on 28th August.

COLOURS OF THE ROYAL SUSSEX REGIMENT LAID UP. On 24th October, the Colours of the 1st Battalion, The Royal Sussex Regiment, which bear the battle honour "Gibraltar, 1704-5", were ceremonially laid up in the historic King's Chapel at Gibraltar, joining the Colours of the Grenadier and Coldstream Guards, The Royal Northumberland Fusiliers, and the Plymouth Division, Royal Marines, which took part in the capture or subsequent sieges of Gibraltar.

RETURN FROM CANAL ZONE.—The 1st Battalion, The East Surrey Regiment, the first infantry battalion to come home from the Canal Zone as a result of the Anglo-Egyptian agreement, arrived at Southampton on 13th October.

BRITISH TROOPS LEAVE TRIESTE.—The 2nd Battalion, The Lancashire Fusiliers, and the 1st Battalion, The Loyal Regiment, left Trieste in H.M. Ships *Centaur*, *Roebuck*, and *Whirlwind* immediately after the hand-over of the territory on 26th October.

CHARGE OF THE LIGHT BRIGADE CENTENARY.—Regimental ceremonies were held in Germany on 25th October by the 4th Queen's Own Hussars, formerly the 4th Light Dragoons, and the 13th/18th Royal Hussars, formerly the 13th Light Dragoons, both of

which regiments took part in the charge at Balaclava. Invitations to attend were sent by the latter to the 4th Chasseurs d'Afrique, successors of the French regiment which cleared the line of retirement for the Light Brigade.

PARADE DEMONSTRATION OF THE NEW RIFLE.—Demonstrations of the handling on parade of the Belgian F.N. rifle were given at the School of Infantry, Warminster, by the 1st Battalion, The Wiltshire Regiment (Duke of Edinburgh's), on 12th and 13th October. The 'slope' disappears and the drill movements follow those of light infantry regiments in some respects.

ARMY APPRENTICES.—Four hundred and fifty boys joined the Army as apprentices in September. Aged between 15 and 16½ years, they were successful candidates at examinations held in July. For the next three years they will learn between them a total of more than 30 trades at the Army Apprentices Schools at Arborfield, Chepstow, and Harrogate, and 11 apprentice chefs have gone to the Army Catering Corps at Aldershot.

TERRITORIAL ARMY SPORTS.—The Territorial Army Sport Association 1953-54 competition for The Queen's Challenge Cup was won by the 8th Battalion, The Durham Light Infantry. The cup, presented by King George VI in 1939, is awarded every year for the best sporting record in football, athletics, boxing, cross-country running, and swimming.

DOMINIONS AND COLONIES

CANADA

H.R.H. THE DUKE OF EDINBURGH.—The Duke of Edinburgh inspected recruits of the 1st Battalion, Royal 22nd Regiment, and the 3rd Battalion, Canadian Guards, at training at Valcartier on 13th August.

H.R.H. THE DUCHESS OF KENT.—H.M. The Queen has been graciously pleased to approve the appointment of the Duchess of Kent as Colonel-in-Chief of the Essex and Kent Scottish (Militia).

LADY PATRICIA RAMSAY.—Lady Patricia Ramsay, as Colonel-in-Chief of the Regiment, reviewed the 2nd Battalion, Princess Patricia's Canadian Light Infantry on a parade in Germany on 9th October.

APPOINTMENTS.—Brigadier W. J. McGill, D.S.O., C.D., has been appointed a military adviser to the Canadian Commissioners in Indo-China, with the acting rank of Major-General.

Brigadier T. E. D'O. Snow, O.B.E., C.D., has been appointed Military Adviser to the Canadian Commissioner for Cambodia, with the acting rank of Major-General.

Brigadier R.E.A. Morton, D.S.O., C.D., has been appointed Military Adviser to the Canadian Commissioner for Laos, with the acting rank of Major-General.

Brigadier R. L. Purves, D.S.O., is to become Vice Quarter-Master-General.

Brigadier G. E. R. Smith, C.B.E., C.D., is to become Chief of Staff, Headquarters, Central Command.

Brigadier J. A. W. Bennett, C.B.E., C.D., is to become Commander, Newfoundland Area.

Colonel R. P. Rothschild, M.B.E., C.D., has been appointed Director-General of Plans and Operations, Army Headquarters, with the rank of Brigadier.

Colonel J. R. B. Jones, D.S.O., O.B.E., C.D., has been appointed Commander, New Brunswick Area, with the acting rank of Brigadier.

Colonel C. B. Ware, D.S.O., C.D., is to become Commander, Canadian Military Mission, Far East, at Tokyo, with the acting rank of Brigadier.

RETIREMENT.—Brigadier D. R. Agnew, C.B.E., C.D.

REORGANIZATION OF THE RESERVE ARMY.—On 21st June, the Minister of National Defence made a statement in Parliament outlining the Government's policy in regard to changes to be made in respect of the Reserve Army, following a report made by a committee which was established for the purpose of examining, reporting, and recommending on the organization, training, and administration of the Canadian Army Reserve Forces, with a view to improving their effectiveness.

The present brigade and other formation headquarters will be replaced by a new type to be known as Militia Group Headquarters. The new Militia Group Headquarters, which will be located in major centres, will be responsible for control of all units in an area, regardless of type. In this way a more efficient organization and better control of units will be possible. Under the previous organization, formation headquarters were responsible for specific types of units and, in many instances, due to distances involved, could not be responsible for all units of their formation.

This change, together with numerous corps and regimental adjustments, was inaugurated on 1st September by the G.O.S.C. of the Army Commands and will be completed as speedily as possible.

REDUCTION OF CANADIAN ARMY FORCES IN KOREA.—It has been agreed to reduce by approximately two-thirds the Canadian contingent in the United Nations forces in Korea, and the balance remaining will consist of one infantry battalion, one field ambulance, and the necessary quota of administrative services for their support.

OFFICER CADET TRAINING.—Seventy-six officer cadets from Canadian universities and Service colleges carried out their Summer training with units of the 1st Canadian Infantry Brigade. They returned to Canada in September having been attached to these Regular units in Germany since mid-May.

APPRENTICE SOLDIERS AT ARMY SCHOOLS.—The Canadian Army enrolled 260 more sixteen-year-old apprentice soldiers for the new classes at Army Schools which commenced in September. More than 400 such apprentices are already being trained, in as many as 19 different trades.

MILITARY EQUIPMENT SENT TO EUROPE.—Numerous shipments of military supplies were sent to the armies of N.A.T.O. countries in Europe between July and October, under the terms of the mutual aid programme. They included artillery equipment, rocket launchers, rifles and bayonets, vehicles and spare parts, radar equipment, and ammunition.

AUSTRALIA

NEW CHIEF OF THE GENERAL STAFF.—It was announced on 22nd July that Lieut.-General H. Wells, C.B., C.B.E., D.S.O., would become Chief of the Australian General Staff in December, in succession to Lieut.-General Sir Sydney Rowell, K.B.E., C.B.

APPOINTMENTS.—Major-General A. R. Garrett, C.B.E., has become G.O.C., Southern Command, with the temporary rank of Lieut.-General.

Major-General L. de L. Barham, C.B.E., has become Adjutant-General and Second Military Member of the Military Board.

Major-General S. F. Legge, C.B.E., has become Master General of the Ordnance and Fourth Military Member of the Military Board.

Brigadier R. G. Pollard, D.S.O., has become Quarter-Master-General and Third Military Member of the Military Board, with the temporary rank of Major-General.

Brigadier H. G. Edgar has become Deputy Chief of the General Staff, with the temporary rank of Major-General.

Colonel R. W. Knights, O.B.E., has been appointed Commander, 1st Infantry Brigade, with the rank of Brigadier.

Colonel L. J. Bruton, O.B.E., has been appointed Commander, Australian Army Component, British Commonwealth Forces, Korea, with the rank of Brigadier.

Colonel G. F. Hunt, O.B.E., has been appointed Deputy Adjutant-General, Army Headquarters, with the rank of Brigadier.

PROMOTIONS.—*To Lieut.-General* :—Major-General (temporary Lieut.-General) E. W. Woodward, C.B.E., D.S.O. (29th October, 1954). *To Major-General* :—Brigadier (temporary Major-General) I. R. Campbell, C.B.E., D.S.O. (13th September, 1954).

RETIREMENT.—Lieut.-General Sir Horace Robertson, K.B.E., D.S.O. (29th October, 1954).

PERMANENT CAMP SITE FOR SOUTH AUSTRALIA.—An area of 229 acres at Lincoln Park, about 220 miles from Adelaide, has been purchased for a permanent site for a Citizen Military Force camp in South Australia, the only State without a permanent C.M.F. camp site. The camp will accommodate a brigade of three battalions and associated service units, and all future annual camps are to be held there.

JUNGLE TRAINING.—Plans are being prepared for the reopening of the army jungle training school at Canungra at the foot of Mt. Tambourine, 45 miles south of Brisbane, where thousands of Australian troops were trained in methods of jungle warfare during the 1939-45 War. It is expected that the school will be in full operation again next year.

ATOMIC WAR PRACTICE.—A medical exercise in defence against atomic, biological, and chemical warfare was conducted by the Royal Australian Army Medical Corps at the Army School for Health at Healesville, Victoria, in October.

Another exercise, which will be concerned with the broader aspects of modern warfare, will take place at Port Lonsdale, Victoria, in December. It is being planned by the Chief of the General Staff, Lieut.-General Sir Sydney Rowell.

FOREIGN

UNITED STATES

REDUCTION OF FORCES IN KOREA.—The U.S. Defence Department announced on 18th August that it was planned to remove four more divisions from Korea during the coming months to other stations in the Pacific, in order to give greater mobility to the forces available in that area.

ATOM MISSILE BATTALION FOR EUROPE.—It was reported from Washington on 4th August that a 'Corporal' guided missile field artillery battalion would be sent to Europe later this year. The battalion was stated to be composed of ten transporters, ten rocket launchers, and 531 officers and men.

ATOMIC WARFARE EXERCISES.—According to a press report from Washington, General Ridgway, the Army Chief of Staff, speaking before the National Industrial Association on 9th September, said that two experienced divisions would carry out extensive tests under simulated atomic warfare conditions this Autumn, in order to ascertain the influence of new weapons upon army organization and tactics.

HELICOPTERS FOR THE U.S. ARMY.—Colonel Robert Neely, assistant chief of transportation for army aviation, said recently that the Army hoped to operate more than 1,000 helicopters. In an interview, Colonel Neely reported that the Army's long range helicopter programme calls for (a) 36 companies using 21 cargo helicopters each; (b) 10 utility helicopters assigned to each of 17 active divisions; (c) more than 100 helicopters at the Army Aviation School; (d) a number of helicopter ambulance units (five helicopters each); and (e) a number of helicopters for army and corps headquarters.

AIR NOTES

GREAT BRITAIN

H.M. THE QUEEN

AIR A.D.C.—Air Chief Marshal Sir Arthur P. M. Sanders, K.C.B., K.B.E., appointed Air Aide-de-Camp to The Queen (19th April, 1954).

HONORARY CHAPLAIN.—The Reverend G. W. N. Groves, O.B.E., A.L.C.D., is appointed Honorary Chaplain to The Queen (17th May, 1954).

HERON AIRCRAFT FOR THE QUEEN'S FLIGHT.—The Air Ministry has announced that a de Havilland Heron Mark 2 is being delivered to The Queen's Flight. It has also been announced that the Heron will be piloted by the Duke of Edinburgh on many of his official visits.

PRESENTATION OF STANDARD.—On 23rd July, H.R.H. the Duke of Edinburgh presented the STANDARD to No. 601 (County of London) Squadron, Royal Auxiliary Air Force, at Buckingham Palace. His Royal Highness is Honorary Air Commodore of the Squadron.

APPOINTMENTS

AIR MINISTRY.—Air Commodore B. C. Yarde, C.V.O., C.B.E., appointed Commandant-General of the Royal Air Force Regiment and Inspector of Ground Combat Training, with the acting rank of Air Vice-Marshal (23rd September, 1954).

FIGHTER COMMAND.—Air Commodore G. P. Chamberlain, C.B., O.B.E., appointed Air Officer in charge of Administration (July, 1954).

FLYING TRAINING COMMAND.—Air Vice-Marshal H. A. Constantine, C.B., C.B.E., D.S.O., appointed Air Officer Commanding, No. 25 Group (17th August, 1954).

MIDDLE EAST AIR FORCE.—Air Vice-Marshal P. S. Blockey, C.B.E., appointed Senior Technical Staff Officer at Headquarters (November, 1954).

IRAQ.—Air Vice-Marshal H. H. Brookes, C.B., C.B.E., D.F.C., appointed Air Officer Commanding (November, 1954).

PROMOTIONS

Air Chief Marshal.—Air Marshal to be Air Chief Marshal :—Sir John N. Boothman, K.C.B., K.B.E., D.F.C., A.F.C. (1st October, 1954).

Air Marshal.—Air Vice-Marshal to be acting Air Marshal :—H. P. Fraser, C.B., C.B.E., A.F.C. (15th April 1954). Substituted for the notification in the August, 1954, JOURNAL.

Air Commandant.—Group Officer (acting Air Commandant) to be Air Commandant :—R. M. Whyte, R.R.C., Q.H.N.S. (17th March, 1954).

RETIREMENTS

The following officers have retired :—Air Vice-Marshal Sir Gerald E. Gibbs, K.B.E., C.I.E., M.C., retaining the rank of Air Marshal (28th June, 1954); Air Vice-Marshal A. Hesketh, C.B., C.B.E., D.F.C. (8th July, 1954); Air Vice-Marshal T. C. Traill, C.B., O.B.E., D.F.C. (21st September, 1954); Air Vice-Marshal Sir Francis J. W. Mellersh, K.B.E., A.F.C., on account of medical unfitness for Air Force Service (28th September, 1954).

OPERATIONS

SUPPLY DROPPING IN MALAYA

Valettas of Far East Transport Command and a Hastings of R.A.F. Transport Command have between them recently established a record for the amount of supplies dropped to security forces in Malaya in 24 hours. The total was 54,690 lbs.

FLIGHTS

SHACKLETONS' 40,000 MILE FLIGHT

Four Shackletons of No. 206 Squadron, Coastal Command, returned to St. Eval at the end of September after a six weeks' tour to the Far East, during which they took part in maritime exercises in the Indian Ocean and made a goodwill and training visit to Australia, New Zealand, and Fiji. The total number of hours flown by the four Shackletons on this flight amounted to nearly 1,000.

ORGANIZATION

No. 149 SQUADRON BASED IN GERMANY.—Under arrangements agreed with the Supreme Allied Commander, Europe, for co-operation between Royal Air Force Bomber Command and Air Forces on the Continent, No. 149 Squadron, equipped with light bombers, is now based at Ahlhorn in Germany for a time. Canberra squadrons for photographic reconnaissance and other duties will be formed later as part of the 2nd Tactical Air Force.

No. 88 SQUADRON DISBANDED.—Following a reorganization of units of the Far East Command, No. 88 Squadron, which made the first R.A.F. operational sorties in the Korean War, has been disbanded at Seletar, Singapore. It also operated against the terrorists in Malaya. Since its inception in 1917, this squadron has carried out fighter reconnaissance, day bomber, and flying boat duties.

MATERIEL

P.1 AIRBORNE

Britain's first supersonic interceptor fighter aircraft, the English Electric P.1, made its first flight on 4th August at the Ministry of Supply Experimental Establishment at Boscombe Down, Wiltshire, where it is being tested by the English Electric Company. Powered by two Armstrong-Siddeley Sapphire turbo-jets, the new aircraft was piloted by Wing Commander R. P. Beamont, chief test pilot for the company. He said afterwards that the flight was free from incident.

RESERVES

NEW DIRECTOR.—Air Vice-Marshal W. J. Seward, C.B., C.B.E. (retired), has taken up the post of Director, Auxiliaries, Reserves, and Air Cadets.

PRIME MINISTER PRESENTS ESHER TROPHY.—On 5th September, Sir Winston Churchill, Honorary Air Commodore of No. 615 (County of Surrey) Squadron, Royal Auxiliary Air Force, presented the Esher Trophy to that squadron at R.A.F. Station, Biggin Hill. This trophy, which was first awarded in 1926, is given annually to the most efficient fighter squadron of the Royal Auxiliary Air Force.

MISCELLANEOUS

BATTLE OF BRITAIN COMMEMORATION SERVICE.—A Service of Thanksgiving for the victory achieved in the Battle of Britain was held in Westminster Abbey on 19th September.

BATTLE OF BRITAIN FLY-PAST.—On 15th September, a Hurricane and a Spitfire led 190 jet aircraft in the Battle of Britain fly-past over London. Meteors, Sea Hawks, Canberras, Sabres, Hunters, and Swifts took part, and the aircraft were drawn from the Royal Air Force, Fleet Air Arm, Royal Canadian Air Force, and United States Air Force.

No. 11 SQUADRON STANDARD.—On 28th August, at Wunstorf, Air Marshal Sir Owen Jones presented the STANDARD to No. 11 Squadron.

No. 14 SQUADRON STANDARD.—On 21st August, at Fassberg, Air Vice-Marshal T. C. Traill presented the STANDARD to No. 14 Squadron.

GENERAL GRUENTHER TAKES PARADE.—On 27th July, General Alfred M. Gruenther took the salute at the passing-out parade at the R.A.F. College, Cranwell.

NO. 12 SQUADRON RECEIVES FREEDOM OF GRIMSBY.—On 11th September, No. 12 Squadron received the freedom of Grimsby.

AIR TROOPING.—The Airwork Company has been awarded a contract by the Air Ministry for the transport of 7,000 troops annually between the United Kingdom and Singapore. Hermes 4As are to be used with 68 rearward-facing seats. The journey, which is nearly 9,000 miles in length, is scheduled to take three days in each direction as opposed to four weeks by troopship.

COST OF BOMBER PILOT TRAINING.—The Under Secretary for Air said in Parliament recently that the cost of training a bomber pilot is about £25,000.

GORDON SHEPHARD MEMORIAL PRIZE ESSAY COMPETITION.—The prize winners of the 1954 Gordon Shephard Memorial Prize Essay Competition were as follows :—

1st Prize (50 guineas)—Wing Commander W. G. Lawrence, M.I.E.E.

2nd Prize (30 guineas)—Group Captain E. A. Whiteley, C.B.E., D.F.C.

3rd Prize (20 guineas)—Wing Commander H. D. Newman, O.B.E.

4th Prize (10 guineas)—Squadron Leader S. H. Martin.

The subject for the Gordon Shephard Memorial Prize Essay Competition, 1955, is as follows :—

"It has been said that with the introduction of atomic weapons, the first task of a strategic bombing force should be to destroy the enemy bombers at their bases. Discuss the merits and implications of this statement."

The essays are not to exceed 6,000 words and should be typewritten, in triplicate. Essays should be sent direct to the Under-Secretary of State for Air, Air Ministry (D.S.T.), Richmond Terrace, Whitehall, London, S.W.1, and should reach the Air Ministry not later than 30th April, 1955. The competition is open only to serving members of the Royal Air Force or Women's Royal Air Force.

DOMINIONS AND COLONIES

CANADA

H.R.H. THE DUKE OF EDINBURGH'S FLIGHTS WITH THE R.C.A.F.—The Duke of Edinburgh added more than 80 passenger flying hours to his flying time when he completed his Canadian tour late in August. Flying in the R.C.A.F.'s C-5 transport from London on 28th July, and later in Otter and Canso planes, he covered more than 8,000 statute miles during the trip. He saw at first hand the developments at Kittimat-Kemano, Whitehorse, Coppermine, Radium City, Yellowknife, Fort Simpson, Churchill, and Knob Lake.

VISIT OF C-IN-C., ALLIED AIR FORCES, CENTRAL EUROPE.—Air Chief Marshal Sir Basil Embry, C-in-C., Allied Air Forces, Central Europe, inspected units of the R.C.A.F. No. 1 Air Division in France and Germany in August.

PURCHASE OF SIKORSKY HELICOPTERS.—The R.C.A.F. has announced the purchase of 10 Sikorsky S-55 helicopters for search and rescue operations. This type of helicopter will be the third type purchased, the others being the S-51 and the Piasecki H21A.

R.C.A.F.'S LOW ACCIDENT RATE.—The Defence Minister, Mr. Claxton, said recently in Parliament : "The fatal accident rate for jet aircraft flown by the R.C.A.F. is lower than from conventional types. What is more, the total fatal accident rate for the R.C.A.F. is lower than that for the U.S.A.F. or for the R.A.F. It is lower for 1953 than for 1952".

AUSTRALIA

SABRE JET TEST FLIGHT.—Australia's first production line Sabre jet fighter (Avon powered) made a successful first flight recently. This aircraft is the first of 12 ordered from the Commonwealth Aircraft Corporation.

SERVICE TRAINEES IN THE R.A.A.F.—About 1,900 National Service trainees entered R.A.A.F. establishments in Australia in July. Some 175 of these are being trained as aircrew.

JINDIVIK PRODUCTION.—The Australian Minister of Defence Production announced in August that the Australian built pilotless jet plane Jindivik 2 was now in quantity production.

NEW ZEALAND

VENOMS FOR THE R.N.Z.A.F.

Re-equipment of No. 14 Squadron of the R.N.Z.A.F. with de Havilland Venoms is "under consideration", according to a recent speech by the Minister of Defence, Mr. Macdonald. No. 14 Squadron has been based in the Middle East since moving to Cyprus in 1952.

SOUTHERN RHODESIA

VAMPIRES DELIVERED

Flown from England by the S.R.A.F., six Vampire jet fighters arrived at Salisbury airport on 10th August. This brings the total of this type of aircraft in the S.R.A.F. to 14.

FOREIGN

AUSTRIA

AUSTRIAN PARACHUTISTS AGAIN

The first parachute training course for Austrians since the war was inaugurated in Graz on 27th June, in defiance of Russian objections.

DENMARK

HAWKER HUNTER CONTRACT

A contract for 30 Hawker Hunter aircraft was approved by the Danish Defence Ministry on 4th June. The contract, together with spares, is worth something over £3,000,000.

FRANCE

BAROUDEUR EXCEEDS MACH 1

On 17th July, near Istre, the second prototype of the SE.5000 Baroudeur, piloted by Pierre Maulandi, broke the sound barrier for the first time.

JAPAN

JAPANESE AIR FORCE DEVELOPMENT.—General Keizo Hayashi, chairman of the Japanese Joint Staff Council, stated recently that between 85 and 130 jet fighters are to be in service with the Japanese defence forces by the end of next March.

Among the equipment which, it is reported, is to be lent to the three arms of the Japanese National Defence Agency by the United States are eight Stinson L-5's and seven L-17's, plus several helicopters, for the land force; while the naval force is to have 17 Lockheed P2V Neptunes, 10 TBM Avengers, two Convair PBY flying-boats, and 12 North American SNJ trainers.

The "Air Self-Defence Force" will shortly have 45 F-86F Sabres, 19 F-86D Sabres, 65 T-6G trainers, 15 T-33 jet trainers, and 20 C-64 transports.

PURCHASE OF GUIDED MISSILES.—It is said that the sale of 10 MX-1868 missiles, their launching devices, computers, and other necessary components to Japan by Oerlikon Machine Tool Works, Zurich, Switzerland, is under negotiation.

KOREA**FIRST KOREAN AIRCRAFT**

The first aircraft to be designed and built in South Korea, the SX-1 two-seater flying-boat, was launched at the ROK Navy Yard on 4th July. Built entirely of surplus materials, the SX-1 cruises at 85 m.p.h.

NETHERLANDS**BUDGET FOR 1955-57**

The Dutch Air Force budget for 1955-57 totals the equivalent of nearly £90,000,000. In the next three years, it is planned to replace Meteor fighters with Hunters and to purchase all-weather fighters. The Air Force is to get new radar equipment, and devices now in use that date back to 1945 are to be scrapped.

RUSSIA

ORIENTAL MIG-17.—It is reported that a new Russian fighter, bigger and better than the MIG-15, is operating in increasing numbers in the Communist Far East. Designated the MIG-17, this jet fighter looks much like its older brother, but is longer, faster, and climbs higher. General E. E. Partridge, Commander of Far East Air Forces, revealed the MIG-17's presence in the area in a review of the Far East air situation. He also said that Red air strength in the theatre totalled 7,500 aircraft, outnumbering F.E.A.F. by three to one. It is significant that the new fighter's being in action in numbers means that the Russians must be producing in quantity an engine with a thrust approaching 10,000 lb. The original MIG-15 engine developed 6,000 lb. thrust.

On 13th October, Mr. Thomas, Secretary of the United States Navy, said in a speech that Russia had 20,000 aircraft, many of them the latest types of jet, and that "she has atomic weapons and aircraft faster than sound with which to deliver them".

UNITED STATES

U.S. AIR ACADEMY.—The U.S.A.F. has announced that a 15,000 acre site at Colorado Springs has been selected as the location of the new U.S.A.F. Academy. It is expected that the Academy will be in operation by 1957.

ANTI-AIRCRAFT DEFENCE OF WASHINGTON, D.C.—A U.S. Government spokesman has stated that 16 anti-aircraft batteries designed to launch the Nike ground-to-air guided missile are to be installed in a ring around the capital. It is believed that each battery will feature two launching ramps.

F-100's ORDERED.—The U.S.A.F. announced recently that it had placed an order for more than \$100,000,000 for F-100 aircraft of the day fighter type. The Super Sabre is the only operational fighter in the U.S.A. capable of supersonic speed in level flight; experiments have been made in the past with XI rocket-powered aircraft, but the F-100 is the first machine actually built for service with the Air Force. In October, 1953, it flew at 755 m.p.h. at sea level in a test off California. The aircraft are now being built at North American Aviation's factory at Los Angeles, but the new order is being carried out at the company's other factory at Columbus, Ohio. It is believed that it will include some aircraft of the fighter-bomber types, which would be able to carry atomic weapons; emphasis on this kind of dual-purpose aircraft is increasing. The additional bombing equipment for the new fighter aircraft provides, it is said, for two 2,000 lb. bombs, or four 750 lb. bombs, and there are also racks for 45 2.75-in. rockets.

LOCKHEED XF-104 FIGHTER.—The U.S.A.F. has announced that the XF-104 supersonic fighter has completed its flight test programme. It first flew in February this year.

THIRD B.61 SQUADRON.—The 11th Pilotless Bomber Squadron, third of its type, was formed this Summer and assigned to the Tactical Air Command's Ninth Air Force at Orlando A.F.B., Fla. It is equipped with Martin B.61 Matadors.

BOEING XB-58 HUSTLER.—The U.S.A.F. is to accelerate the production of this supersonic bomber and the fiscal 1955 budget request contains an item of \$99,000,000 for this purpose. The U.S.A.F. has indicated that the prototype is scheduled to fly in 1957.

BOEING 707.—On 17th July, the Boeing 707 took off on its second test flight, staying aloft for two hours and 19 minutes and reaching an altitude of 27,000 feet. On the third flight on 19th July, the plane reached "operational speeds and altitudes" during a check of emergency procedures that lasted two hours 19 minutes. Emergency procedures also were checked on the fourth flight, on 20th July, of one hour 49 minutes.

Preflight cockpit check, engine starting, and taxiing out took about 10 minutes; the 707 lifted off the runway after a 17 second take-off run that used less than 2,000 feet of the runway. There was about 700 feet under the plane as it passed over the end of the 5,400 feet flight strip.

The test pilot later reported slight stick shake and attributed it to either landing gear or flap buffet; later inflight observation showed that there was some vibration of the skin on the outboard flap. Gross weight for the flight was about 110,000 lb., well below the plane's normal gross of 190,000 lb.

UNITED STATES

ARMY AIRCRAFT PROJECTOR.—The U.S.A.F. announced that it had placed an order for more than 2,000 copies of the day bomber type. The project is the only operational fighter in the U.S.A. capable of operating at level flight. Experiments have been made in the past with the X-1 as a day bomber, but the X-1 is the first machine actually built for service with the Air Force. In October 1954 it flew at 55,000 ft. and level in a test at Edwards. The aircraft is now being built at North American Aviation, Inc., in Inglewood, Calif. It is believed that it will replace some of the fighters in the inventory, which would be able to carry atomic weapons. The additional bombing emphasis on the kind of high-speed aircraft is necessary. The additional bombing emphasis on the new fighter aircraft provides for a total of two to three in the inventory. The project is a day bomber, and there are also plans for a night bomber.

ARMY AIRCRAFT PROJECTOR.—The U.S.A.F. announced that it had placed an order for more than 2,000 copies of the day bomber type. The project is the only operational fighter in the U.S.A. capable of operating at level flight. Experiments have been made in the past with the X-1 as a day bomber, but the X-1 is the first machine actually built for service with the Air Force. In October 1954 it flew at 55,000 ft. and level in a test at Edwards. The aircraft is now being built at North American Aviation, Inc., in Inglewood, Calif. It is believed that it will replace some of the fighters in the inventory, which would be able to carry atomic weapons. The additional bombing emphasis on the kind of high-speed aircraft is necessary. The additional bombing emphasis on the new fighter aircraft provides for a total of two to three in the inventory. The project is a day bomber, and there are also plans for a night bomber.

ARMY AIRCRAFT PROJECTOR.—The U.S.A.F. announced that it had placed an order for more than 2,000 copies of the day bomber type. The project is the only operational fighter in the U.S.A. capable of operating at level flight. Experiments have been made in the past with the X-1 as a day bomber, but the X-1 is the first machine actually built for service with the Air Force. In October 1954 it flew at 55,000 ft. and level in a test at Edwards. The aircraft is now being built at North American Aviation, Inc., in Inglewood, Calif. It is believed that it will replace some of the fighters in the inventory, which would be able to carry atomic weapons. The additional bombing emphasis on the kind of high-speed aircraft is necessary. The additional bombing emphasis on the new fighter aircraft provides for a total of two to three in the inventory. The project is a day bomber, and there are also plans for a night bomber.

ARMY AIRCRAFT PROJECTOR.—The U.S.A.F. announced that it had placed an order for more than 2,000 copies of the day bomber type. The project is the only operational fighter in the U.S.A. capable of operating at level flight. Experiments have been made in the past with the X-1 as a day bomber, but the X-1 is the first machine actually built for service with the Air Force. In October 1954 it flew at 55,000 ft. and level in a test at Edwards. The aircraft is now being built at North American Aviation, Inc., in Inglewood, Calif. It is believed that it will replace some of the fighters in the inventory, which would be able to carry atomic weapons. The additional bombing emphasis on the kind of high-speed aircraft is necessary. The additional bombing emphasis on the new fighter aircraft provides for a total of two to three in the inventory. The project is a day bomber, and there are also plans for a night bomber.

REVIEWS OF BOOKS

GENERAL

Strategy : The Indirect Approach. By B. H. Liddell-Hart. (Faber and Faber.) 25s.

Twenty-five years ago Captain Liddell-Hart wrote a book, with the title of *The Decisive Wars of History*, which created a big impression in military circles, especially abroad. The present book is a revised and expanded edition of that work.

Liddell-Hart's thesis is based on a well-digested understanding of the lessons which history can teach, and it can hardly be stressed too often that a deep and critical study of history is still an essential part of the make-up of every successful commander in the field. For this reason, a new edition of this work should be very warmly welcomed, for it contains lessons that remain as immutably valuable in the modern warfare of to-day as in some of the battles of long ago which the author takes as examples.

Shorn of its trimmings and refinements, the indirect approach which Liddell-Hart eulogises as the supreme strategy in military warfare is, in effect, surprise—an axiom which applies all the way down the scale, from an army group to a platoon. This book, however, does not pretend to concern itself with local, or tactical, surprise, but sets out to study the application of surprise, or the indirect approach, on a wider scale.

There is a great deal in this book that will repay the critical reader, one who can bring a reasoned judgment to bear on the tenets of Liddell-Hart's faith. The book is not, as the publishers seem to suggest in their 'blurb', a blueprint to victory in military warfare, but it does contain many essential truths that are worth much study and thought.

NAVAL

The Kelly. By Kenneth Poolman. (William Kimber.) 15s.

This book tells in breezy style the epic story of the flotilla leader *Kelly*, whose career, while being highly dramatic, is modestly described in a foreword by her famous captain, Lord Louis Mountbatten, now Admiral Earl Mountbatten of Burma, as typical of that of many of our destroyers during the first two gruelling years of the 1939-45 War.

Built at Hebburn-on-Tyne and commissioned by Lord Louis in August, 1939, as leader of the Fifth Destroyer Flotilla, the *Kelly* was patrolling off Portland on 4th September when torpedoes were reported approaching. Almost at once she picked up a possible enemy submarine contact and dropped a pattern of depth charges. Thus she carried out her first offensive operation only a few hours after the opening of hostilities.

Her next duty was to bring the Duke and Duchess of Windsor over from Le Havre in mid-September, and a few days later she was picking up survivors of the aircraft-carrier *Courageous*. After some weeks escorting convoys in the Channel, she joined the Home Fleet in northern waters, but a few days before Christmas struck an enemy mine off the Tyne.

When the Germans invaded Norway in April, 1940, the *Kelly* was in dock but returned to the Home Fleet in time to take part in the evacuation of Namsos. A few days later she was torpedoed amidships by an E-boat off the Skagerrak. Only a miracle kept her afloat while she was towed to the Tyne with decks awash, "more like a submarine than a surface ship." The damage took six months to repair.

Meanwhile, Captain Lord Louis Mountbatten had commanded in turn various destroyers of the Fifth Flotilla, which had moved to Plymouth, and in November brought in the *Javelin* with bows and stern blown off by enemy torpedoes. On 1st December, he rejoined the *Kelly* and the Home Fleet. On 18th January, 1941, the Fifth Flotilla returned to Plymouth and spent the next three months almost continuously at sea. In April, it moved to Malta, where enemy dive-bombers made the bright days an increasing nightmare, and for three weeks patrolled the dangerous waters of the central Mediterranean.

The *Kelly's* career was now nearing its end. On 23rd May, she was sunk off Gavdos Island during the battle of Crete, with her guns firing defiantly under a hail of enemy bombs.

Kenneth Poolman's book contains 20 excellent illustrations and a useful glossary of naval terms. It constitutes a valuable and welcome history of a very gallant ship.

Ghost Cruiser HK.33. By H. J. Brennecke. (William Kimber.) 15s.

This book, a translation from the German by Edward Fitzgerald, describes graphically the cruise of the most successful enemy auxiliary raider of either World War. She was the motor-ship *Kandelfels* of the German East-Asia Line. Renamed *Hilfskreuzer 33* and converted into an armed raider at Kiel, she left German waters in mid-July, 1940, armed with six not altogether modern 15-cm. guns and four torpedo tubes. In addition she carried 400 mines.

Painted grey, flying no flag, and looking completely mercantile in the guise of a Russian merchantman, the *Kandelfels* ran the British blockade, passing through the Denmark Strait. In the North Atlantic, she handed over a number of torpedoes and supplies to an unidentified German submarine.

Before crossing the equator she was renamed *Pinguin* by her captain and under this name claimed her first victim, the British freighter *Domingo de Larrinaga*, in the South Atlantic. Then, in bad weather, she passed the Cape of Good Hope into the Indian Ocean and, having now entered her allotted zone of operations, began searching for victims. Her first were the Norwegian ships *Filefjell* and *Morviiken* and the British tanker *British Commander*, all intercepted late in August, followed by the British ship *Benavon* and the Norwegian *Nordvard*, intercepted during September. Early in October, she captured the Norwegian motor-tanker *Storstad* and converted her into a minelayer with the new name of *Passat*.

The author devotes a chapter to the *Passat*, which laid mines in the Bass Strait, off Melbourne and Capes Willoughby and Jervis, before rejoining the *Pinguin*. Meanwhile, the *Pinguin* herself had laid mines off Sydney Harbour and in the shipping lanes leading to Adelaide. The two vessels now continued raiding operations, and during November and early December claimed four victims. The *Pinguin* then ordered the *Passat* home and moved south into the Antarctic where, in January, 1941, she captured a Norwegian whaling fleet of 14 vessels. This done, she carried out a self-refit at Kerguelen Island before returning to the Indian Ocean. But her hopes of a long list of further successes were not fulfilled. True, in April and May, she sank three more British ships. They were her last victims.

On 8th May, 1941, she was sunk by the British cruiser *Cornwall* after a long chase. During her historic voyage she had sailed over 59,000 miles and accounted for 136,550 tons of British and Norwegian ships in addition to 50,000 tons of shipping lost on her mines. It must be admitted, even by her enemies, that her record is no mean one.

This book is well written and illustrated, but would be much improved by the addition of a track chart and index.

ARMY

Australia in the War of 1939-1945. Volume II. Greece, Crete, and Syria. By Gavin Long. (Australian War Memorial, Canberra.) 25s.

In this, the second volume to be published in the army series of the Australian Official Histories of the 1939-45 War, Mr. Gavin Long continues his account of the operations carried out by the Australian forces in the Middle East theatre and deals with the campaigns in Greece, Crete, and Syria. Both at the beginning and end of this volume he raises two points which may well be of importance in the future, but he would have been better advised to have treated both with more objectivity.

The first refers to the unified strategical control of the military forces of the Commonwealth and raises the question as to the rights to be exercised by any one of the Governments concerned, or by its commander in the field, in the event of any strong disagreement over a plan suggested by a commander-in-chief appointed, perhaps, by one of the other Governments.

When dealing with the expedition to Greece, an operation originated by the War Cabinet in London and supported by General Wavell, the author attempts to prove that both the Australian Government and its commander in the Middle East, General Blamey, were inadequately consulted during the whole of the planning stages. The evidence produced, however, does not entirely warrant such an assessment and rather tends to indicate that neither the Australian Government nor its military advisers were as well organized for war at that time as they were later, which is confirmed by the facts disclosed in Volume I of this series.

The second point relates to the selection of the commander for a force or theatre of war to which several of the Commonwealth countries have contributed forces of varying size, and in this case it is suggested that in the Middle East the claims of General Blamey to any such advancement were overlooked. But the documents quoted show that he might not have proved a wise selection for any such 'Allied' appointment, for which, as we were to learn later, rather special qualities are required.

From this account of the campaign in Greece, it is clear that the Commonwealth forces involved faced overwhelming odds and only avoided disaster in the Larisa area, when withdrawing to the Thermopylae line, by cool leadership and hard fighting. If the final evacuation was hastily organized, the debt that every soldier owed to the Royal Navy for so skilfully carrying it out is acknowledged. The rather frequent criticisms of the Greek troops and their leaders must be contrasted with the attitude of the people generally, who appeared genuinely distressed that our efforts to help them had only brought defeat and who, by many a gallant action later and often at considerable cost to themselves, so ably seconded the escape of many of our men, some of whose experiences are described.

For the defence of Crete, the Australians mustered about 6,500 men drawn from ten battalions and two Field Regiments R.A.A. A part of this force gallantly held Retimo till forced to surrender on 30th May when, as the Germans reported, they were "not in any way dispirited", and the remainder were drawn into the fighting south of Canea and the subsequent retreat to Sfakia, where many more were made prisoners. This account confirms the story of this campaign already published by the New Zealand Historical Section and is an excellent complement to it.

The story of the Syrian campaign is a most valuable addition to our detailed knowledge of the war in the Middle East. Forced on us by the actions of the Vichy Government, these operations between erstwhile Allies were carried through with considerable bitterness among a population completely apathetic to both sides.

After a successful opening, the French counter-offensives were only just held, and considerable reinforcements were required to overcome a stubborn and well-organized defence. When the fighting was stopped after the battle of Damour, the French admitted that the Australian troops were even tougher than their Foreign Legion, whilst those of the 5th Indian Division had enhanced even their high reputation.

The general format of this volume is the same as its predecessor. The account of the operations is well written in great detail and with much local colour, and the action of the forces of the other Commonwealth countries engaged is fairly presented. The whole is supported by 11 maps in colour, 74 sketches in the text, and 60 photographs.

Lord Roberts. By David James. (Hollis and Carter.) 30s.

This is the first complete and balanced biography of Field-Marshal Earl Roberts, V.C. The author, having had access to the voluminous official and private papers preserved by

his subject, has been able to include matter never before published. The book is well arranged with sufficient background to show the conditions and circumstances under which Roberts served. It presents a fine picture of our greatest soldier in the years between Waterloo and 1914.

Roberts, son of an Indian Army general, was born at Cawnpore in 1832. Educated at Eton, Sandhurst, and the East India Company's college at Addiscombe, he was posted to the Bengal Artillery, arrived in India early in 1852, and soon proved himself a good regimental officer and gained his 'Jacket'. He took part in all the major operations during the Indian Mutiny with such courage and ability that he received the Victoria Cross, seven 'Mentions', and the promise of a brevet, which materialized in 1860. Afterwards, Roberts went to the headquarters staff but saw service in the Umbeyla and Abyssinian campaigns of 1863 and 1868, also in the Lushai expedition of 1871-1872. He became a substantive major, Royal Artillery, in 1872, and three years later was appointed Quartermaster-General, India, whose duties approximated to those of a chief of the general staff to-day.

The outstanding ability and energy of Roberts as a commander in the field during the Afghan War, 1878-1880, is made abundantly clear. He took risks, justifiable under the circumstances, his aim being to avoid, by surprise and envelopment, frontal attacks on prepared positions. The famous march from Kabul to Kandahar in August, 1880, was a great feat of organization and endurance. His force, consisting of 10,000 British and Indian troops, with three mountain batteries, 6,000 transport animals, and 7,000 non-combatants, covered 320 miles in 24 days, including two rest days, and fought a decisive action at Kandahar on the 25th day. In addition to the physical hardship and mental strain, Roberts was suffering from a duodenal ulcer at the time. So Roberts *Sahib Bahadur* went home on sick leave to find himself a national hero.

Four years as Commander-in-Chief, Madras, were followed by eight years as Commander-in-Chief, India. During this period Roberts took an increasing interest in army reform, musketry training, and the welfare of the British soldier. It was Roberts who pacified Burma after the annexation in 1886, and who did more than anyone to secure the North-West Frontier. Time has shown his judgment to have been right on all major issues, especially the controversial 'Forward Policy'. On 7th April, 1893 he left India for ever, having served there for 41 years. No one, except perhaps Nicholson, made such an impression on the martial races of India, who still remember him as the *Jangi-lat-Sahib*.

Promoted Field-Marshal in 1895, Roberts served as Commander-in-Chief, Ireland, until December, 1899, when, at the age of 67, and within a week of hearing of the loss of his only son, he embarked for South Africa. How quickly he saved the situation by skilful strategy, tactics, and leadership is well narrated in some detail. From 1901 to 1904, as Commander-in-Chief of the British Army, he did much to improve training for war; our deadly rifle fire in 1914 is largely attributable to him. The author relates Roberts's part in the reorganization of the Army after South Africa, and makes it clear how much we owe to Roberts for the establishment of the General Staff as we know it to-day. After his retirement the Field Marshal devoted himself mainly to a campaign for National Service and to the welfare of ex-soldiers.

When the war came, for which Roberts had vainly urged the Nation to prepare, he was aged 82. Nevertheless, he went to France in November to visit the Indian Corps. It is said that the Indian troops, shivering in the cold, muddy trenches, were electrified as a message flashed along the line: "The *Jangi-lat-Sahib* comes". He inspected as many as possible but caught a chill, which turned to pneumonia; and the Master Gunner died on 14th November, 1914, within sound of the guns.

This is a fascinating, informative, and well-written work. It is a book to be enjoyed by the older generation, to many of whom 'Bobs' was a boyhood hero. But that is not all. It is a book which should be read by all serving officers who can learn from it something of the art of command, and find inspiration in the story of courage and devotion to duty which it tells.

The Edge of the Sword. By Captain Anthony Farrar-Hockley, D.S.O., M.C. (Frederick Muller.) 12s. 6d.

This book has two distinct parts. The first is an account of a battle which will have its place in history alongside Thermopylae, Isandhlwana, and other last fights against overwhelming odds—namely, the stand of the First Battalion, The Gloucestershire Regiment, on the Imjin River in Korea. It seems fitting that this Regiment, with its proud distinction of the cap badge 'fore-and-aft', should have shown once again what British infantry can do in all-round defence to the last man.

The author was adjutant during the battle, and commanded a company on the last day. He was decorated for outstanding leadership and gallantry, though naturally one would never even suspect this from his extremely modest narrative. He was thus well placed to obtain first-hand knowledge of the engagement, both from the point of view of battalion headquarters and of the front-line soldier. It is a story to stir the heart, as well as giving many useful practical insights into up-to-date infantry fighting, and especially into the methods of the Chinese. The account is all the more impressive because of the simple manner in which events have been described.

The second part consists of the author's life and movements as a prisoner, together with details about other British and United Nations prisoners whose paths crossed his. He made many unsuccessful attempts to escape, and had thrilling adventures during his brief spells of liberty. But there is something about this story which distinguishes it from the usual run of prisoner-of-war narratives. The barbarous treatment of captives by both Chinese and North Koreans is exposed in grim detail. The methods employed to extract 'confessions', or to force the divulgence of military information, oblige the reader to remind himself continually that it is A.D. 1952 that he is reading about and not the Middle Ages. The first part of this book is primarily of interest to soldiers. The latter part ought to be read by everyone who is in danger of beguilement by the soft words of Peking.

The British Soldier. By Colonel H. de Watteville, C.B.E., M.A. (Dent.) 18s.

Delving far back into the history of military operations, Colonel de Watteville has produced what is, probably, a fully authentic portrait of the British soldier throughout the ages. He shows us much of his character, customs, habits, and mode of life, and traces, through his many campaigns, the growth of discipline, esprit de corps, and devotion to duty.

This is an interesting attempt to use the facts of history to build up a composite and continuous picture, and the author has certainly produced an excellent likeness. He has ranged far in his search for original material for his study, using private letters and diaries, official reports, and even fiction in his attempt at portraiture. It is, however, a pity that he has failed to document his book; had he done so he would not only have added to its authenticity but at the same time opened to many readers new paths to explore in their own researches in this fascinating subject.

The book is crisply written and eminently readable, and no doubt contains much that will be new to military readers.

Sweet is War. By Malcolm Munthe. (Duckworth.) 15s.

Major Munthe has written of his experiences in the 1939-45 War with wit and candour, making of them a book which if light, is yet intensely readable. He spent the war years engaged mainly in clandestine operations in the various countries overrun by the enemy, finishing the war in Sicily and Italy.

As might be expected—for he is a son of Axel Munthe—the author's style makes his book a delight to read. He has a good story to tell and makes the most of it, and much of which he writes, being outside the normal experience of soldiers, is of considerable

interest. There are many stories of heroism and self-sacrifice on the part of partisans or leaders of the resistance movements inside occupied countries, and these lift the book to a high level.

That the book is largely personal goes without saying, and there are few military lessons to be learned, except perhaps an indirect one on the value of these 'private armies'. But nevertheless the book is well worth the reading, both for the author's happy style of writing and for the story he has to tell.

A History of The Queen's Bays, 1929-1945. By Major-General W. R. Beddington, C.B.E. (Warren and Son.)

Like other cavalry histories, recently published, this volume deals with two distinct subjects of considerable military interest—the mechanization of horsed cavalry just before the outbreak of war, and the part played by the new arm in campaigns as varied as France, 1940, North Africa, 1941-44, and Italy, 1944-45.

As regards the transition from horse to armour, readers can make their choice between the author's views and those of General McCreery (who has written a foreword) concerning the attitude of cavalry officers toward mechanization. The author is inclined to kindness in this matter; the writer of the foreword is more critical. Whichever view is the more correct, there can be no doubt that the actual change, as soon as it was seen to be inevitable, was tackled by all ranks with a good heart.

The brief campaign in France was marred by incompleteness of equipment, and inadequacy of training in such meagre equipment as existed, owing to this only having been issued at the very last moment. Guns for the new tanks were shipped to France in packing cases, and had to be mounted by the Regiment during the train journey into battle. In spite of such difficulties the Regiment acquitted itself as might be expected of a Regular unit with such a fine tradition.

There could hardly have been two theatres of war less like one another than the Western Desert and Italy, from the point of view of terrain and its influence on the movements and tactics of tanks. The Bays, like other armoured units, had to adapt themselves very quickly to this new kind of war. The narrative shows clearly the problems involved, and the close co-operation of armour, infantry, and guns, which gave the key to these difficult problems. The author gives generous praise throughout to the work of other arms, including the story of the capture of Monte Poggiolo Castle by a seven-man infantry patrol at the point of one bayonet.

Two useful military lessons stand out from this narrative of armour—the need for close co-operation of all arms, and the fact that it is not the weapon itself that matters so much as the fighting spirit behind it.

There are many excellent photographs and plenty of good maps, conveniently arranged for ease of reference. It is a book that will interest all keen soldiers.

The Armed Forces of South Africa. By Major G. Tylden. (City of Johannesburg Africana Museum.) 25s.

This book, which must have entailed much research, is designed to give a brief account of all the forces raised in South Africa from 1659 to the present day. Many of the component units, usually formed at some time of crisis, were very small and either short-lived or amalgamated with others. But a few, such as the Royal Durban Light Infantry, Royal Natal Carbineers, and some of the old Cape Colony units, have been in existence for about 100 years. The author has succeeded in producing not only a useful work of reference, but one which is of considerable historical interest.

The volume is divided into two parts, the first of which consists of short separate accounts of the organization and services of the forces of the four Provinces up to 1910. The narrative continues with the formation and development of the Union Defence Force

up to the 1939-45 War. This part is concluded with a table listing the operations in South Africa from 1779 until 1906 and the combatants concerned.

An alphabetically arranged summary of the units, including the various police forces, forms the second and larger part of the book. Over 600 units are listed and 69 drawings of badges worn are inserted in the text. The amount of information given about each varies from a potted history, in the case of such regiments as the Duke of Edinburgh's Rifles, to a few lines dealing with the small ephemeral units which the author has rightly noticed. The titles of some are familiar; others seem exotic, rather fanciful, or even reminiscent of the Volunteers and Fencibles in the United Kingdom during the Napoleonic Wars.

The volume is well produced and contains a number of illustrations of uniforms worn. Two appendices give some interesting information about the Commando system and the German Legion, sent out as settlers after the Crimean War, of whom 1,000 volunteered for service in India during the Mutiny. Another appendix notes authorities consulted; there are also two indexes and a short bibliography.

ADDITIONS TO THE LIBRARY

(* Books for Reference in the Library only.)

GENERAL

- ASIAN ANNUAL, 1954. The "Eastern World" handbook. By M. J. P. Martin. Foolscape Folio. 142 pages. (Eastern World, 1954.) 25s.
- BRITAIN'S RAILWAYS TODAY. By J. St. John. Medium 8vo. 192 pages. (Naldrett Press, 1954.) 15s.
- THE BRITISH EMPIRE. Its structure and spirit 1497-1953. By Eric A. Walker. Medium 8vo. 352 pages. (Bowes and Bowes, 1954.) 25s.
- COLONEL SIR CHARLES ARDEN-CLOSE, K.B.E., C.B., F.R.S., Sc.D. Some obituary notices and appreciations together with a selection of some of his writings. Compiled by Lieut.-Colonel R. F. Arden-Close. Demy 8vo. 108 pages. (Private, 1954.) Presented by the Author.
- CRIME AND THE SERVICES. By John C. Spencer. Medium 8vo. 306 pages. (Routledge and Kegan Paul, 1954.) 28s.
- CROWD CULTURE. An examination of the American way of life. By Bernard Iddings Bell. Demy 8vo. 159 pages. (Harper and Brothers, New York, 1954.) \$2.00.
- FIVE VENTURES. A popular military history by various authors of the Second World War, 1939-45. By Christopher Buckley. Demy 8vo. 257 pages. (H.M.S.O., 1954.) 10s. 6d.
- THE FOUR CONTINENTS. By Osbert Sitwell. Demy 8vo. 281 pages. (MacMillan, 1954.) 25s.
- FROM THE DANUBE TO THE YALU. By General Mark W. Clark. Demy 8vo. 356 pages. (Haitap, 1954.) 21s.
- GENERAL DEAN'S STORY. Edited by William L. Worden. Medium 8vo. 236 pages. (Weidenfeld and Nicolson, 1954.) 18s.
- GLADSTONE. By Philip Magnus. Medium 8vo. 481 pages. (John Murray, 1954.) 28s.
- THE HEART OF AFRICA. By Alexander Campbell. Medium 8vo. 479 pages. (Longmans, 1954.) 21s.
- HIT OR MISS. Being the adventures of Driver Randle Barlow, as told to the author. By Francis S. Jones. Demy 8vo. 222 pages. (Wingate, 1954.) 10s. 6d.
- HITLER AND THE ENGLISH. Translated from the German. By Fritz Hesse. Medium 8vo. 218 pages. (Allan Wingate, 1954.) 18s.
- THE HOME OFFICE. By Frank Newsam. Demy 8vo. 224 pages. (Allen and Unwin, 1954.) 15s.
- IN THE CAUSE OF PEACE. Seven years with the United Nations. By Trygve Lie. Medium 8vo. 473 pages. (MacMillan & Co., New York, 1954.) 35s.
- IRAN. By Richard N. Frye. Foolscape 8vo. 126 pages. (Allen and Unwin, 1954.) 8s. 6d.
- LORD M. Or the later life of Lord Melbourne. By David Cecil. Demy 8vo. 332 pages. (Constable, 1954.) 21s.
- LOUIS NAPOLEON AND THE SECOND EMPIRE. By J. M. Thompson. Medium 8vo. 342 pages. (Blackwell, Oxford, 1954.) 32s. 6d.
- THE MEN WHO RULED INDIA. VOLUME II. The Guardians. By Phillip Woodruff. Medium 8vo. 385 pages. (Jonathan Cape, 1954.) 25s.
- THE MIDDLE EAST. A political and economic survey. (Revised.) R.I.I.A. Publication. Medium 8vo. 590 pages. (R.I.I.A., 1954.) 35s.
- NANGA PARBAT. Incorporating the official report of the expedition of 1953. By Karl. M. Herrligkoffer. Demy 8vo. 254 pages. (Elek Books, 1954.) 21s.
- NINE TROUBLED YEARS. By Viscount Templewood. Demy 8vo. 448 pages. (Collins, 1954.) 25s.
- NO DRAM OF MERCY. By Sybil Kathigasu, G.M. Demy 8vo. 235 pages. (Neville Spearman, 1954.) 15s.

- PRISONERS BLUFF. By Rolf Magener. Demy 8vo. 239 pages. (Rupert Hart-Davis, 1954.) 12s. 6d.
- A PRISONER'S PROGRESS. By David James. Demy 8vo. 175 pages. (Hollis and Carter, 1954.) 9s. 6d.
- THE PRIVILEGED NIGHTMARE. By Giles Romilly and Michael Alexander. Demy 8vo. 246 pages. (Weidenfeld and Nicolson, 1954.) 12s. 6d.
- REPORT FROM MALAYA. By Vernon Bartlett. Demy 8vo. 128 pages. (Derek Verschoyle, 1954.) 10s. 6d.
- SCOTLAND YARD. By Sir Harold Scott. Demy 8vo. 256 pages. (André Deutsch, 1954.) 16s.
- THE SCOURGE OF THE SWASTIKA. A short history of Nazi war crimes. By Lord Russell of Liverpool. Demy 8vo. 259 pages. (Cassell, 1954.) 15s.
- SPIES AT WORK. A history of espionage. By Ronald Seth. Medium 8vo. 234 pages. (Peter Owen, 1954.) 16s.
- STRATEGY. The Indirect Approach. By B. H. Liddell Hart. Demy 8vo. 420 pages. (Faber, 1954.) 25s. Presented by the Publishers. (See Review in this JOURNAL.)
- STRATEGY FOR SURVIVAL. By John E. Kieffer. Demy 8vo. 306 pages. (David McKay Co. Inc., New York, 1953.) 32s.
- THE WAY OF A SHIP. The story of the square rigged Cape Horner. By Allan Villiers. Royal 8vo. 287 pages. (Hodder and Stoughton, 1954.) 30s.
- WINGS FOR PEACE. A primer for a New Defence. By Brigadier-General Bonner Fellers, U.S. Army. Demy 8vo. 365 pages. (Henry Regnery Co., Chicago, 1953.) 28s.

NAVAL

- GHOST CRUISER HK 33. By H. J. Brennecke. Medium 8vo. 208 pages. (Kimber, 1954.) 15s. Presented by the Publishers. (See Review in this JOURNAL.)
- MAX HORTON AND THE WESTERN APPROACHES. A biography of Admiral Sir Max Kennedy Horton, G.C.B., D.S.O. By Rear-Admiral W. S. Chalmers, C.B.E., D.S.C. Demy 8vo. 301 pages. (Hodder and Stoughton, 1954.) 16s.
- SEA FLIGHT. A Fleet Air Arm pilot's story. By Hugh Popham. Demy 8vo. 200 pages. (Kimber, 1954.) 15s.

ARMY

- THE HISTORY OF THE 7th ARMoured DIVISION. The Desert Rats. By Major-General G. L. Verney, D.S.O., M.V.O. Medium 8vo. 312 pages. (Hutchinson, 1954.) 21s.
- A HISTORY OF THE QUEEN'S BAYS. The 2nd Dragoon Guards. By Major-General W. R. Beddington, C.B.E. Medium 8vo. 271 pages. (Warren and Son, Winchester, 1954.) Presented by the Regimental History Committee. (See Review in this JOURNAL.)
- AUSTRALIA IN THE WAR OF 1939-45. VOLUME II. Greece, Crete, and Syria. By Gavin Long. Medium 4to. 587 pages. (Australian War Memorial, 1954.) 25s. Presented by the Publishers. (See Review in this JOURNAL.)
- THE ARMED FORCES OF SOUTH AFRICA. By Major G. Tylden. Demy 8vo. 239 pages. (City of Johannesburg Africana Museum Frank Connock Publication No. 2.) 25s. Presented by the Publishers. (See Review in this JOURNAL.)
- THE BRITISH SOLDIER. By Colonel H. de Watteville, C.B.E. Demy 8vo. 242 pages. (J. M. Dent and Sons, 1954.) 18s. Presented by the Author. (See Review in this JOURNAL.)
- COMMANDO EXTRAORDINARY. By Charles Foley. Demy 8vo. 231 pages. (Longmans, Green and Co., 1954.) 15s.
- GENERAL GORDON. By Lord Elton. Demy 8vo. 447 pages. (Collins, 1954.) 25s.
- GREEN BERET, RED STAR. By Anthony Crockett. Demy 8vo. 221 pages. (Eyre and Spottiswoode, 1954.) 18s.
- A HISTORY OF THE CRUSADES. VOLUME III. The Kingdom of Acre. By Steven Runciman. Medium 8vo. 529 pages. (Cambridge University Press, 1954.) 35s.
- SWEET IS WAR. By Malcolm Munthe. Demy 8vo. 185 pages. (Duckworth, 1954.) 15s. Presented by the Publishers. (See Review in this JOURNAL.)

AIR

- ROYAL AIR FORCE 1939-45. VOLUME III. The Fight is Won. By Hilary St. G. Saunders. Medium 8vo. 440 pages. (H.M.S.O., 1954.) 13s. 6d.
- THE DANGEROUS SKIES. By Air Commodore A. E. Clouston, D.S.O., D.F.C.* Demy 8vo. 187 pages. (Cassell, 1954.) 13s. 6d.
- MODERN AIRLINES AND AIRLINERS. By H. A. Taylor. Imperial 8vo. 85 pages. (Temple Press, 1954.) 9s. 6d.
- NEVILLE DUKE'S BOOK OF FLYING. Edited by Edward Lanchbery. Imperial 8vo. 85 pages. (Cassell, 1954.) 9s. 6d.

NAVAL

- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.

ARMY

- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.
- THE HISTORY OF THE SWASTIKA. A study of the history of the symbol. By H. H. Liddell Hart. Imperial 8vo. 128 pages. (Cassell, 1954.) 13s. 6d.

JOURNAL

OF THE

Royal United Service Institution

WHITEHALL, S.W.1

PUBLISHED BY AUTHORITY OF THE COUNCIL

Authors alone are responsible for the contents of their respective papers, which do not necessarily reflect official policy or opinion in any way.

VOL. XCIX
FEBRUARY TO NOVEMBER, 1954



LONDON :
ROYAL UNITED SERVICE INSTITUTION
WHITEHALL, LONDON, S.W.1

[Entered at Stationers' Hall. All rights reserved.]

JOURNAL

Royal United Service Institution

WHITEHALL, S.W.1

PUBLISHED BY AUTHORITY OF THE COUNCIL

Authors alone are responsible for the contents of their respective papers, and do not necessarily reflect official policy or opinion in any way.

VOL. XCIX

FEBRUARY TO NOVEMBER 1954

M^cCORQUODALE, LONDON, S.E.



LONDON :

ROYAL UNITED SERVICE INSTITUTION

WHITEHALL, LONDON, S.W.1

[Printed at Sherratt & Wootton, 15, Abchurch Lane, London, E.C.4.]

INDEX, 1954

	Page
ABOLITION of the Sale and Purchase of Army Commissions, The. (Brigadier-General Sir James Edmonds, C.B., C.M.G. November) ...	588
ADMINISTRATION in War, Some Aspects of. ("Athos." November) ...	581
AIR Power and the Future of War. (Lecture.) (Marshal of the Royal Air Force Sir John Slessor, G.C.B., D.S.O., M.C. August) ...	343
AIR Power in Security Operations, The Use of. (Wing Commander C. N. Foxley-Norris, D.S.O. November) ...	554
ANTI-SUBMARINE Operations off the West Coast of Africa. ("G.V." August) ...	443
ARAB Legion, The. (Lieut.-Colonel J. D. Lunt. February) ...	47
ARMOUR in the Land Battle. (Lecture.) (Major-General H. E. Pyman, C.B., C.B.E., D.S.O. May) ...	219
ARMY Commissions, The Abolition of the Sale and Purchase of. (November) ...	588
ARMY Decentralization, A Case for. (Lieut.-General Sir Gifford Martel, K.C.B., K.B.E., D.S.O., M.C. August) ...	434
ARMY Historical Research, The Society for. (T. H. McGuffie. November) ...	594
ASCENT of Mount Everest, The. (Lecture.) (Brigadier Sir John Hunt, C.B.E., D.S.O. February) ...	1
ASPECTS of Administration in War, Some. (November) ...	581
ATOMIC Weapons and Army Training. (Brigadier G. G. R. Williams. November) ...	570
AUSTRIA, Unconditional Surrender in. (Lieut.-Colonel Oswald Stein, D.S.O. May) ...	262
BRITISH Auxiliary Legion in Spain, 1835-1840, The. (Brigadier H. Bullock, C.I.E., O.B.E., F.R.Hist.S. November) ...	574
BRITISH Cavalry Charge, The Last? (August) ...	426
BRITISH Commonwealth Naval Operations during the Korean War—Part VII. (February) ...	102
CAPITULATION of Hamburg, 3rd May, 1945, The. (February) ...	80
CATERING Officer, The First. (November) ...	543
CAVALRY Charge, The Last British? (Major-General H. L. Davies, C.B., C.B.E., D.S.O., M.C. August) ...	426
CIVIL Life, The Return to. Bursarships. (Colonel C. P. S. Denholm-Young, O.B.E. February) ...	95
COMBINED Operations, An Early Attempt at. (Flight Lieutenant C. C. Shaw Close, M.A. May) ...	267
CONSPICUOUS Gallantry Medal, The. (Commander W. B. Rowbotham, R.N. May) ...	230
COUNCIL of Europe, The. (Lecture.) (Mr. S. H. C. Woolrych, O.B.E. November) ...	524
CRIMEAN Retrospect. (Major E. W. Sheppard, O.B.E., M.C. November) ...	534
DIARY of Events in Korea. (February) ...	113
DUKE of York's Royal Military School, The. (Lieut.-Colonel F. Evans, M.B.E., T.D., M.A. May) ...	271
EARLY Attempt at Combined Operations, An. (May) ...	267
ECONOMY of Infantry. (August) ...	439
EUROPE. (International Situation. February) ...	118
(August) ...	454
(November) ...	599

	<i>Page</i>
EUROPE, The Council of. (<i>Lecture.</i> November)	599
EXPERIENCE of War. ("Athos." February)	74
FAR East, The. (International Situation. February)	120
(May)	278
(August)	449
(November)	601
FIRST Catering Officer, The. (Lieut.-Colonel M. E. S. Laws, O.B.E., M.C., F.R.Hist.S. November)	543
FIRST in the Field. (J. A. Terraine. November)	537
FLEET Train, The. (<i>Lecture.</i>) (Vice-Admiral S. M. Raw, C.B., C.B.E. February)	16
FRENCH North Africa. (International Situation. August)	453
GARB of Old Gaul, Some Sidelights on. ("Lictor." August)	428
GERMAN General Staff, The. (Brigadier-General Sir James Edmonds, C.B., C.M.G. February)	54
GOLD Medal and Trench Gascoigne Prize Essay, 1953. (Wing Commander J. E. T. Haile. August)	378
HAMBURG, The Capitulation of, 3rd May, 1945. (Dr. J. K. Dunlop, C.M.G., C.B.E., M.C., T.D. February)	80
HISTORICAL Survey of Trade Defence since 1914. (<i>Lecture.</i> August)	359
HOWE, The Salving of H.M.S. (Admiral Robert N. Bax, C.B. November)	546
IMPACT of Political Factors on Military Judgment, The. (<i>Lecture.</i>) (General Sir Richard N. Gale, K.C.B., K.B.E., D.S.O., M.C. February)	36
INFANTRY, Economy of. (Major N. C. Baird, O.B.E. August)	439
KASHMIR, The Problem of. (<i>Lecture.</i>) (Lieut.-Colonel The Lord Birdwood, M.V.O. May)	206
KOREA, Diary of Events in. (February)	113
KOREAN War, British Commonwealth Naval Operations during the.—Part VII. (February)	102
LAND Battle, Armour in the. (<i>Lecture.</i> May)	219
LOOK Through a Window at World War III, A. (<i>Lecture.</i> November)	507
MAHARAJAH Ranjit Singh and his Foreign Officers, The. (Brigadier W. J. Colyer. February)	90
MALAYA. (<i>Lecture.</i>) (Brigadier K. R. Brazier-Creagh, C.B.E., D.S.O. May)	175
MASS Destruction, Weapons of. (J. M. Spaight, C.B., C.B.E. February)	58
MEDALS, The Wearing of. (Major T. J. Edwards, M.B.E., F.R.Hist.S. November)	567
MICHAEL Fitton, Lieutenant, His Majesty's Navy. (F. S. Lowe. May)	246
MIDDLE East, The. (International Situation. February)	122
(May)	281
(August)	451
(November)	603
MILITARY Applications of Water-based Aircraft. (<i>Lecture.</i> August)	398
MILITARY Judgment, The Impact of Political Factors on. (<i>Lecture.</i> February)	36
MOUNT Everest, The Ascent of. (<i>Lecture.</i> February)	1
NORTH Atlantic Treaty Organization, The Standing Group. (November)	551
OPERATIONS Room, Shooting an. (November)	577
PAKISTAN. (International Situation. February)	121
PARIS, 1870 and 1940: a Comparison. ("Musketeer." August)	412

INDEX, 1954

v

	Page
PROBLEM of Kashmir, The. (<i>Lecture.</i> May)	206
PROMISE Unfulfilled. (Major Reginald Hargreaves, M.C. May)	251
RETURN to Civil Life, The. Bursarships. (February)... ..	95
SALE and Purchase of Army Commissions, The Abolition of. (November)	588
SALVING of H.M.S. Howe, The. (November)	546
SCIENCE in War. (<i>Lecture.</i>) (Dr. O. H. Wansbrough-Jones, C.B., O.B.E. May)	191
SECURITY Operations, The Use of Air Power in. (November)	554
SHOOTING an Operations Room. (Flight Lieutenant G. E. Lanning, R.A.F. November)	577
SIGNAL "I K." (Desmond Wettern. August)	431
SOCIETY for Army Historical Research, The. (November)	594
SPAIN, The British Auxiliary Legion in, 1835-1840. (November)	574
STANDARDS and Colours of the Army from King Henry VII to King Charles I, The. (Colonel H. C. B. Rogers, O.B.E. May)	238
STANDING Group, North Atlantic Treaty Organization, The. (Lieut.-Colonel C. T. Honeybourne, O.B.E. November)	551
TACTICS, A Matter of. (Admiral Sir Reginald A. R. P. Ernle-Erle-Drax, K.C.B., D.S.O. August)	419
TANK Development. (Lieut.-General Sir Giffard Martel, K.C.B., K.B.E., D.S.O., M.C. February)	99
THIRD Incentive, The. (Lieut.-Colonel M. E. S. Laws, O.B.E., M.C., F.R.Hist.S. August)	446
TRADE Defence, Historical Survey of since 1914. (<i>Lecture.</i>) (Rear-Admiral R. M. Bellairs, C.B., C.M.G. August)	359
TWO Destroyers. (Lieut.-Colonel H. A. L. H. Wade. February)	62
UNCONDITIONAL Surrender in Austria. (May)	262
VALOUR without Trumpets. (Major Reginald Hargreaves, M.C. November)	559
WAR, Experience of. ("Athos." February)	74
WATER-BASED Aircraft, Military Applications of. (<i>Lecture.</i>) (Group Captain G. W. Williamson, O.B.E., M.C., M.Inst.C.E., M.I.Mech.E., F.R.Ae.S., R.A.F. (retd.). August)	398
WEAPONS of Mass Destruction. (February)	58
WEARING of Medals, The. (November)	567
WESTERN World, The. (International Situation. May)	276
WORLD War III, A Look Through a Window at. (<i>Lecture.</i>) (Field-Marshal The Viscount Montgomery of Alamein, K.G., G.C.B., D.S.O. November)	507

FRONTISPIECES

EVEREST FROM THE SOUTH-WEST. (February)	
THE COUNCIL ROOM, ROYAL UNITED SERVICE INSTITUTION. (May)	
THE LECTURE THEATRE, ROYAL UNITED SERVICE INSTITUTION. (August)	
FLORENCE NIGHTINGALE, O.M. (November)	

MISCELLANEOUS

THE INTERNATIONAL SITUATION. (A. K. Chesterton, M.C.)	
Europe. (February)	118
The Far East. (February)	120
Pakistan. (February)	121

	<i>Page</i>
The Middle East. (February)	122
The Western World. (May)	276
The Far East. (May)	278
The Middle East. (May)	281
The Far East. (August)	449
The Middle East. (August)	451
French North Africa. (August)	453
Europe. (August)	454
Europe. (November)	599
The Far East. (November)	601
The Middle East. (November)	603
CORRESPONDENCE	123, 282, 455, 605
GENERAL SERVICE NOTES	128, 287, 460, 610
NAVY NOTES... ..	134, 292, 466, 616
ARMY NOTES... ..	143, 302, 474, 624
AIR NOTES	150, 309, 482, 631
REVIEWS OF BOOKS... ..	157, 316, 489, 637
ADDITIONS TO THE LIBRARY	171, 327, 502, 644
REPORT OF ANNIVERSARY MEETING	330
SECRETARY'S NOTES	i, vii, xi, xv

AUTHORS

"ATHOS." (Experience of War. February)	74
(Some Aspects of Administration in War. November)	581
BAIRD, Major N. C., O.B.E. (Economy of Infantry. August)	439
BAX, Admiral Robert N., C.B. (The Salving of H.M.S. Howe. November)	546
BELLAIRS, Rear-Admiral R. M., C.B., C.M.G. (<i>Lecture.</i>) (Historical Survey of Trade Defence since 1914. August)	359
BIRDWOOD, Lieut.-Colonel The Lord, M.V.O. (<i>Lecture.</i>) (The Problem of Kashmir. May)	206
BRAZIER-CREAGH, Brigadier K. R., C.B.E., D.S.O. (<i>Lecture.</i>) (Malaya. May)	175
BULLOCK, Brigadier H., C.I.E., O.B.E., F.R.Hist.S. (The British Auxiliary Legion in Spain, 1835-1840. November)	574
CHESTERTON, A. K., M.C. (The International Situation. February)	118
(May)	276
(August)	449
(November)	599
COLYER, Brigadier W. J. (The Maharajah Ranjit Singh and his Foreign Officers. February)... ..	90
DAVIES, Major-General H. L., C.B., C.B.E., D.S.O., M.C. (The Last British Cavalry Charge? August)... ..	426
DENHOLM-YOUNG, Colonel C. P. S., O.B.E. (The Return to Civil Life. Bursarships. February)	95
DUNLOP, Dr. J. K., C.M.G., C.B.E., M.C., T.D. (The Capitulation of Hamburg, 3rd May, 1945. February)... ..	80
EDMONDS, Brigadier-General Sir James, C.B., C.M.G. (The German General Staff. February)	54
(The Abolition of the Sale and Purchase of Army Commissions. November)	588

EDWARDS, Major T. J., M.B.E., F.R.Hist.S. (The Wearing of Medals. November)	567
ERNLE-ERLE-DRAX, Admiral Sir Reginald A. R. P., K.C.B., D.S.O. (A Matter of Tactics. August)	419
EVANS, Lieut.-Colonel F., M.B.E., T.D., M.A. (The Duke of York's Royal Military School. May)	271
FOXLEY-NORRIS, Wing Commander C. N., D.S.O. (The Use of Air Power in Security Operations. November)	554
GALE, General Sir Richard N., K.C.B., K.B.E., D.S.O., M.C. (Lecture.) (The Impact of Political Factors on Military Judgment. February) ...	36
"G.V." (Anti-Submarine Operations off the West Coast of Africa. August)	443
HAILE, Wing Commander J. E. T. (Gold Medal and Trench Gascoigne Prize Essay, 1953. August)	378
HARGREAVES, Major Reginald, M.C. (Promise Unfulfilled. May)	251
(Valour without Trumpets. November)	559
HONEYBOURNE, Lieut.-Colonel C. T., O.B.E. (The Standing Group, North American Treaty Organization. November)	551
HUNT, Brigadier Sir John, C.B.E., D.S.O. (Lecture.) (The Ascent of Mount Everest. February)	I
LANNING, Flight Lieutenant G. E. (Shooting an Operations Room. November)	577
LAWS, Lieut.-Colonel M. E. S., O.B.E., M.C., F.R.Hist.S. (The Third Incentive. August)	446
(The First Catering Officer. November)	543
"LICTOR." (Some Sidelights on the Garb of Old Gaul. August)	428
LOWE, F. S. (Michael Fitton, Lieutenant, His Majesty's Navy. May) ...	246
LUNT, Lieut.-Colonel J. D. (The Arab Legion. February)	47
MARTEL, Lieut.-General Sir Giffard, K.C.B., K.B.E., D.S.O., M.C. (Tank Development. February)	99
(A Case for Army Decentralization. August)	434
McGUFFIE, T. H. (The Society for Army Historical Research. November)	594
MONTGOMERY of Alamein, Field-Marshal the Viscount, K.G., G.C.B., D.S.O. (Lecture.) (A Look through a Window at World War III. November)	507
"MUSKETEER." (Paris, 1870 and 1940: a Comparison. August)	412
PYMAN, Major-General H. E., C.B., C.B.E., D.S.O. (Lecture.) (Armour in the Land Battle. May)	219
RAW, Vice-Admiral S. M., C.B., C.B.E. (Lecture.) (The Fleet Train. February)	16
ROGERS, Colonel H. C. B., O.B.E. (The Standards and Colours of the Army from King Henry VII to King Charles I. May)	238
ROWBOTHAM, Commander W. B. (The Conspicuous Gallantry Medal. May)	230
SHAW CLOSE, Flight Lieutenant C. C., M.A. (An Early Attempt at Combined Operations. May)	267
SHEPPARD, Major E. W., O.B.E., M.C. (Crimean Retrospect. November) ...	534
SLESSOR, Marshal of the Royal Air Force Sir John, G.C.B., D.S.O., M.C. (Lecture.) (Air Power and the Future of War. August)	343
SPAIGHT, J. M., C.B., C.B.E. (Weapons of Mass Destruction. February) ...	58
STEIN, Lieut.-Colonel Oswald, D.S.O. (Unconditional Surrender in Austria. May)	262
TERRAINE, J. A. (First in the Field. November)	537

	Page
WADE, Lieut.-Colonel H. A. L. H. (Two Destroyers. February)	62
WANSBROUGH-JONES, Dr. O. H., C.B., O.B.E. (Lecture.) (Science in War. May)	191
WETTERN, Desmond. (Signal "I K." August)	431
WILLIAMSON, Group Captain G. W., O.B.E., M.C., M.Inst.C.E., M.I.Mech.E., F.R.Ae.S. (Lecture.) (Military Applications of Water-based Aircraft. August)	398
WILLIAMS, Brigadier G. G. R. (Atomic Weapons and Army Training. November)	570
WOOLRYCH, Mr. S. H. C., O.B.E. (Lecture.) (The Council of Europe. November)	524

★
Messrs. Barr & Stroud Limited
specialise in the design and manu-
facture of high precision machines and
instruments, Mechanical, Optical and
Electrical, for the Navy, Army, and Air
Force. Their extensive works are fully
equipped with modern plant, permit-
ting rapid quantity production of the
highest quality.

Their Research Laboratories and
Development Department are control-
led and staffed by experienced
Physicists and Mechanical and Elect-
ronic Engineers, capable of carrying
out projects of wide variety and
complexity.

Enquiries invited.

*Founded in 1888 by
Professor Archibald Barr
Professor William Stroud*

BARR & STROUD Ltd

ANNIESLAND, GLASGOW, W.3. London Office: 15 Victoria St., S.W.1.

"The R.U.S.I. Journal" is published in February, May, August and November
of each year.

Registered for Transmission to Canada by Canadian Magazine Post.

